

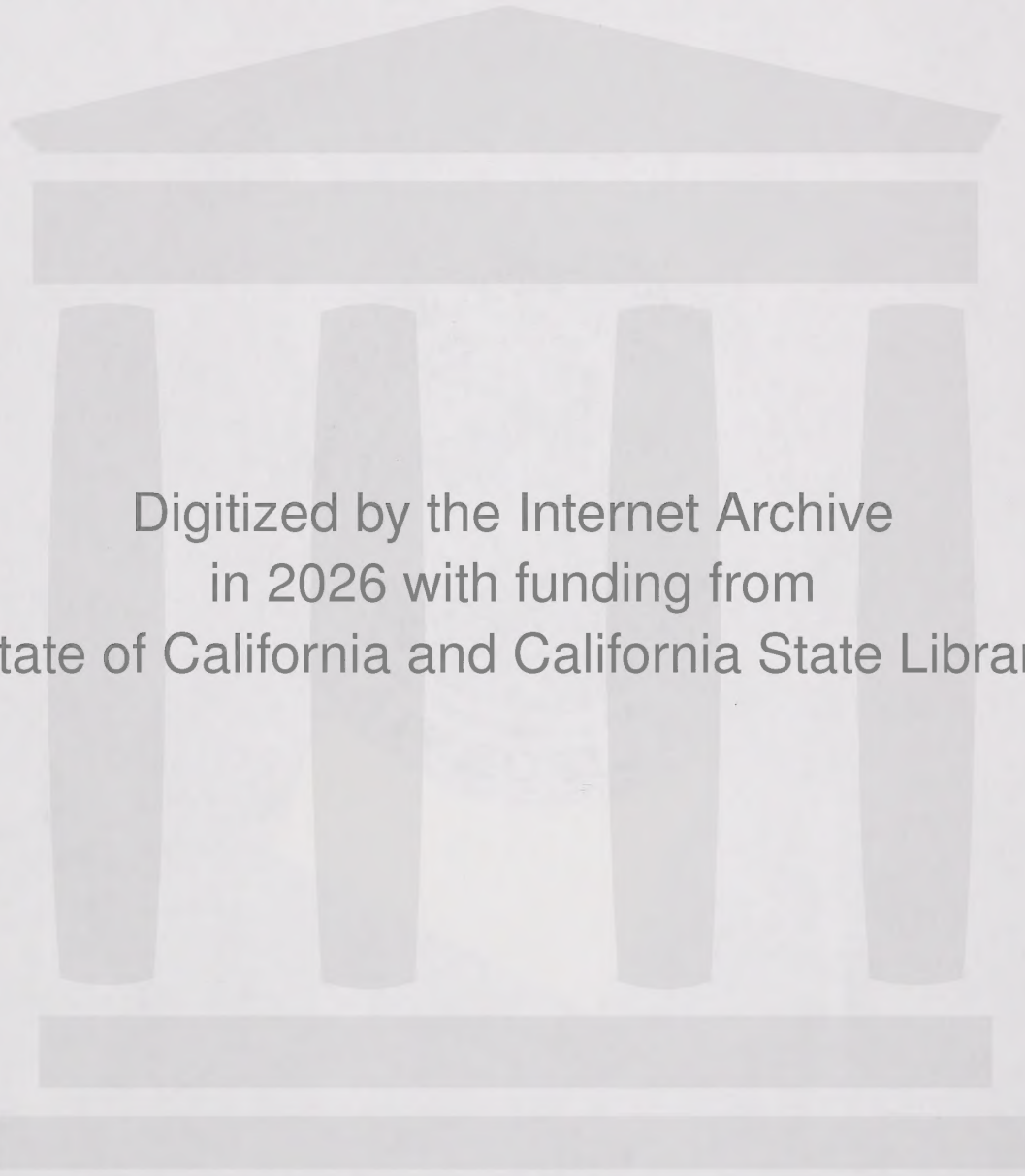
CITY OF VICTORVILLE



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GENERAL PLAN



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CITY OF VICTORVILLE GENERAL PLAN

Environmental Impact Report:

*Certified July 15, 1997
Resolution No. 97-63*

General Plan Amendment:

*GPA-1-97
Planning Commission Resolution No. P-97-82
Approved June 25, 1997*

*City Council Resolution No. 97-64
Approved July 15, 1997*

CITY COUNCIL

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Revisions:

General Plan Amendment GPA-2-97
Resolution No. 97-60
Adopted July 1, 1997

General Plan Amendment GPA-3-97
Resolution No. 97-118
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General Plan Amendment GPA-1-98
Resolution No. 98-13
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General Plan Amendment GPA-2-98 (A)
Resolution No. 98-22
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General Plan Amendment GPA-2-98 (B)
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General Plan Amendment GPA-1-99 (A)
Resolution No. 99-18
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General Plan Amendment GPA-2-99 (A)
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General Plan Amendment GPA-2-99 (B)
Resolution No. 99-47
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General Plan Amendment GPA-2-99 (C)
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General Plan Amendment GPA-2-99 (D)
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General Plan Amendment GPA-2-99 (E)
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General Plan Amendment GPA-3-99 (B)
Resolution No. 99-57
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General Plan Amendment GPA-1-00 (A)
Resolution No. 00-45
Adopted June 20, 2000

TABLE OF CONTENTS

INTRODUCTION TO GENERAL PLAN

GENERAL PLAN

- Land Use Element
- Circulation Element
- Housing Element
- Noise Element
- Safety Element
- Resource Element
- Southern California Logistics Airport Community Plan Element
- Old Town Community Plan Element

CITY OF VICTORVILLE GENERAL PLAN



INTRODUCTION

INTRODUCTION TO THE GENERAL PLAN

Historical Background

Victorville was incorporated on September 21, 1962, as a general law city with a population of approximately 8,110 and an area of 9.7 square miles. As of January 1, 1995 the City's population and area was 60,577 and 67.68 square miles respectively. These figures indicate the City has grown substantially in its history as a municipality. Prior to incorporation the community had a history which goes back over one hundred years when the first settlers of European descent arrived.

In about 1885 the community was known as the Town of Victor. It was named after Jacob Nash Victor, a construction superintendent for the California Southern Railroad (Santa Fe Railroad). The town was established as a result of the original railroad station which was constructed approximately one mile northwest of the narrows of the Mojave River. On January 18, 1886, the Plan of the Town of Victor was prepared which created the grid pattern of the original town. This original subdivision included property between "A" Street through "G" Street and First Street through Eleventh Street. The area encompassed approximately two hundred acres or one-third of a square mile.

The abundance of potable water and the availability of rich bottom lands led to agricultural development of the Town of Victor shortly after the establishment of the railroad depot. Near the turn of the century, large deposits of limestone and granite were discovered. Since then the cement manufacturing industry has emerged as the single most important industry of the Victor Valley. Consequently, conservation of Victorville's precious natural resources is a prime consideration of the Resource element.

In 1901 the community's name was changed by the United State Post Office from "Victor" to "Victorville" due to the confusion associated with the community of Victor, Colorado.

In 1926, U.S. Route 66 was established which was one of the main arteries of the National Highway System linking Chicago, Illinois with California. A portion of this famous highway provided a major transportation corridor through Victorville in which Seventh Street and "D" Street were a part.

During World War II initial construction of Victorville Army Airfield, later renamed George Air Force Base, began on July 23, 1941. The base was completed May 18, 1943. When fully activated, the base supported two Tactical Fighter Wings of the Tactical Air Command whose primary aircraft was the F-4 Phantom. It also employed approximately 6,000 civilian and military personnel. On January 5, 1989, the Secretary of Defense announced the closure of George Air Force Base pursuant to the Base Closure and Realignment Act (Public Law 100-521). The base was deactivated on December 15, 1992. On July 21, 1993, the former military base was annexed into the City.

City Growth

The City has experienced substantial growth in population and area since incorporation. The following table provides information on the historical growth of the City.

POPULATION				AREA		
Year	Population	Change from Preceding Period	Percent Change from Preceding Period	Area Square Miles	Increase from Preceding Period	Percent Increase from Preceding Period
1962	8,110 ¹	-	-	9.70	-	-
1965	11,200 ¹	3,090	38.1	12.55	2.85	29.4
1970	10,845 ²	-355	-3.2	15.20	2.65	21.1
1975	12,450 ¹	1,605	14.8	30.60	15.40	101.3
1980	14,220 ²	1,770	14.2	30.72	.12	.4
1985	20,233 ¹	6,013	42.3	36.79	6.07	19.8
1990	40,674 ²	20,441	101.0	42.55	5.76	15.7
1995	60,577 ¹	19,903	48.9	67.68	25.13	59.1
¹ State Department of Finance Estimate ² U.S. Census						

The table above demonstrates that other than the period between 1965 through 1970, the City has experienced continuous population growth since its incorporation. Beginning in the 1980 through 1985 period the City growth rate began to accelerate with an average annual population increase of 1,202 residents compared to the average annual increase of 354 for the preceding period (1975-1980). Between 1985 and 1990 the City experienced an average annual population increase of 4,088; between 1990 and 1995, 3,980. The rapid increase in population growth has been externally driven by the job growth in the Los Angeles, San Bernardino, Ontario and Riverside areas. This job growth created a demand for affordable housing in which Victorville assisted in filling.

The Southern California Association of Governments (SCAG) has projected that the City will experience continued growth at approximately three and one-half percent annually. At this growth rate, SCAG estimates the City population will be 101,942 in 2015. However, recent trends in population growth, since the early 1990s, demonstrate that the population growth rate is approximately two to three percent.

The City has grown steadily in area since its incorporation (refer to Figure 1). Between 1970 and 1975, the City doubled its area from 15.2 square miles to 30.6 square miles resulting from the annexation of the North Mojave and a large portion of the West City Planning Areas. Between 1990 and 1995, the City increased in area from 42.55 square miles to 67.68 square miles,

resulting from the annexation of the former George Air Force Base (8.36 square miles), the Golden Triangle (5.6 square miles), and Baldy Mesa (8.5 square miles).

Regional Location

The City of Victorville is located in southwestern San Bernardino County. The City is situated in a geographic subregion of the southwestern Mojave Desert known as the Victor Valley and commonly referred to as the "High Desert" due to its approximate elevation of 2,900 feet above sea level. It is the key city of the High Desert and located adjacent to the cities of Adelanto and Hesperia, and the Town of Apple Valley. The Victor Valley is separated from other urbanized areas in Southern California by the San Bernardino and San Gabriel mountains. The City's regional location is shown in Figure 2. Although the City is separated from larger urbanized areas of Southern California, it is easily accessible via Interstate 15, U.S. Highway 395, and California State Highway 18.

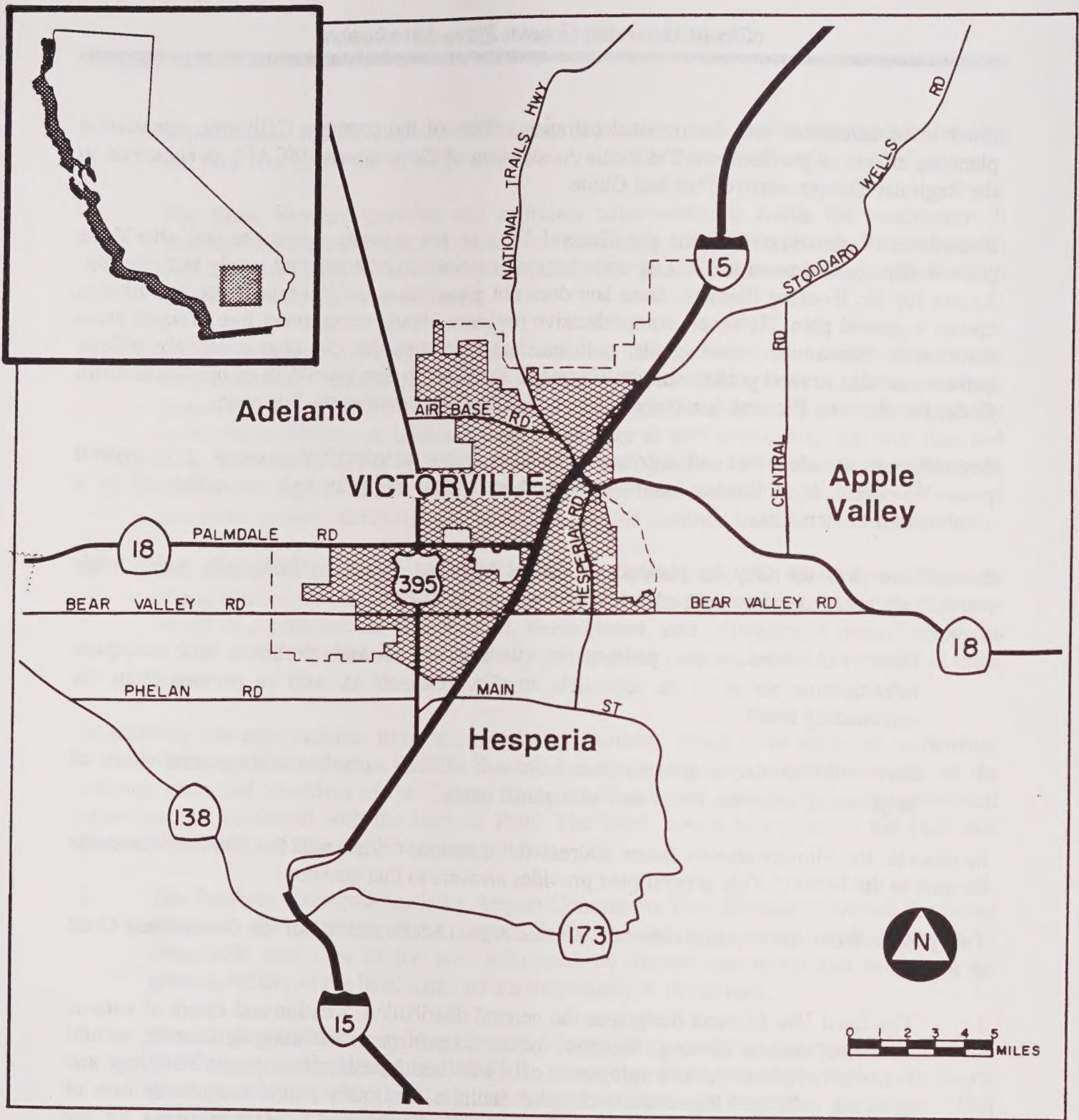
PURPOSE OF THE GENERAL PLAN

The General Plan for the City of Victorville has been prepared pursuant to California Government Code Section 65300 which requires every city and county within the State to adopt a comprehensive, long-term general plan for the physical development of the community and lands located outside its boundary which in the planning agency's judgement bears a relation to its planning. Additionally, it establishes a comprehensive document which can improve coordination of community development activities among all units of government.

State law has placed the General Plan atop the hierarchy of local government law regulating land use and development. It mandates consistency between the General Plan, all other land use plans, and Capital Improvement Plans. Zoning ordinances, subdivision ordinances, specific plans, redevelopment plans, City Council, Planning Commission and departmental policies, as well as individual project plan proposals which implement the General Plan must be consistent with its goals, policies and standards. In addition, all capital improvements and public works projects must be consistent with the General Plan. The degree of specificity and level of detail of the discussion of each element reflects local conditions and circumstances. State Law requires general plans to be comprised of integrated, internally consistent and compatible statements of policy for the adopting agency. These statements of policy are addressed in each element of the General Plan.

The General Plan is required to take a long-term perspective on the community, and in doing so, a time horizon is established. The time horizon does not set an end to the planning process but establishes a time-frame within which the goals, policies, and implementation measures and programs are focused. The time horizon for this Plan is 2015. This period was selected in

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Regional Location Map

Victorville
General Plan



FIGURE 2

order to be consistent with the regional planning efforts of the southern California Association planning efforts of the Southern California Association of Governments (SCAG) as contained in the Regional Comprehensive Plan and Guide.

Regardless of the time horizon, the General Plan is not a static document and should be periodically updated to ensure that the information contained therein remains timely and relevant. Except for the Housing Element, State law does not prescribe a specific time-frame in which to update a general plan. However, comprehensive revisions should occur every five to seven years in order to re-examine issues, goals, policies, and to ensure that the plan accurately reflects current attitudes toward growth and development. Pursuant to Section 65588 of the Government Code, the Housing Element is required to be updated not less than every five years.

Several issues are identified and addressed which are unique to individual elements of the general plan. However, the following issues transcend individual elements and are addressed by a combination of elements.

- How will the City be planned so that at build-out it will be financially stable while providing adequate/acceptable levels of service to its citizens?
- How will development patterns be widely varied and designed with adequate infrastructure so as to be accessible to City residents as well as persons from the surrounding area?
- How will the City's general plan build-out scenario correlate with general plans of neighboring jurisdictions as well as regional plans?

In general, the aforementioned issues address the question, "What will the City of Victorville become in the future?" This general plan provides answers to that question.

This plan includes the required elements outlined within Section 65302 of the Government Code as follows:

1. The Land Use Element designates the general distribution, location and extent of various land uses, such as housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other public and private uses of land. It also includes a statement of population density and building intensity for the various land use districts and identifies areas covered by the plan which are subject to flooding.
2. The Circulation Element is closely related to the Land Use Element. It consists of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities.
3. The Housing Element identifies and analyzes existing and projected housing needs, quantifies objectives, financial resources, and programs for the preservation,

improvement, and development of housing. It identifies sites for various types of housing and projected needs for varying economic segments of the community.

4. The Noise Element identifies and appraises noise problems within the community. It analyzes existing and projected noise levels emanating from sources such as transportation corridors and facilities, industrial plants, and other ground stationary noise sources which contribute to the noise environment.
5. The Safety Element serves as a guide to protect the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, and liquefaction. It covers geologic hazards such as slope instability leading to mudslides and landslides, and subsidence as well as flooding, and wild land and urban fires, mapping known seismic and other geologic hazards, evacuations routes, peak load water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards.
6. The Resource Element is a combination of the Conservation and Open Space Elements which is permissible according to Section 65301 of the Government Code. The Element serves as a guide for the conservation, development, and utilization of natural resources as well as an identification of essentially unimproved property which is devoted to open space.

In addition, the plan includes three non-mandatory elements which were added in accordance with Government Code Section 65303. Two of the non-mandatory elements focus all of the relevant goals and objectives of the General Plan and creates new ones unique to the individual areas yet still consistent with the General Plan. The third, which is topical, is the Park and Recreation Element. These elements are as follows:

1. The Southern California Logistics Airport Community Plan Element addresses the issues related to the operation of the airport. It is intended to promote the development of compatible land uses in the area influenced by airport operations and safeguard the general welfare of the inhabitants within the vicinity of the airport.
2. The Old Town Community Plan Element is intended to encourage the revitalization of the Old Town commercial and residential land uses as well as provide incentives for future development through a set of internally consistent development guidelines. This Community Plan Element describes existing conditions and establishes goals, objectives and an implementation strategy to promote revitalization of the Old Town with special emphasis on business retention, attraction of future commercial development, improvement of public infrastructure, expansion of housing opportunities as well as meeting housing needs, and establishing community design standards. This element also creates a new land use concept in Victorville by allowing for a mixed land use district which authorizes a combination of residential and commercial uses in a building.
3. The Parks and Recreation Element is intended to establish long range strategies for the development and operation of park and recreation facilities.

Public Participation

Victorville residents were afforded the opportunity to participate in the preparation of the General Plan through several public hearings before the Planning Commission. This method of soliciting comments from the public was decided on by the Planning Commission at their January 8, 1997 regularly scheduled meeting since the update did not seek to make major changes in policy direction regarding growth and development. The public hearings commenced on March 12, 1997, and ended on June 25, 1997. The City Council conducted a public hearing on July 15, 1997, to solicit public comment on the proposed General Plan. Upon closing the public hearing, the General Plan was adopted.

Organization of the General Plan

Each general plan element contains an introduction, background information, goals, policies, and implementation measures and programs. The introduction discusses the purpose of the element and in the mandatory elements, relevant State law. The background section provides an analysis of those topics required by State law as relevant to Victorville and other topics important to the City, as well as providing a foundation in which the goals and policies rest. A goal is a general expression of a community value which sets the direction for a future end. A policy is based on a goal which provides a specific statement that guides decision-making. Many policies are quite specific while others are general. An implementation measure and program is an action, procedure, or program that carries out a general plan policy upon which each policy must have at least one.

The primary tools to implement the General Plan are the zoning and subdivision ordinances, as well as specific plans. Section 65860 of the Government Code requires that city zoning ordinances be consistent with the general plan. Section 66473.5 of the Subdivision Map Act requires that a tentative map or parcel map shall not be approved by a local agency unless the legislative body finds that the proposed subdivision, including all provisions for its design and improvement, is consistent with the general plan. Section 65454 of the Government Code requires specific plans to be consistent with the general plan. Policies and specific ordinances assist in implementing the general plan.

The following table serves as a guide for finding which element a general plan topic is located.

Topics	General Plan Elements								
	Land Use	Circulation	Housing	Resource	Noise	Safety	SCLA	Old Town	Parks & Recreation
Air Quality				•					
Aviation Safety	•					•	•		
Biologic				•					•
Cultural Resources				•				•	
Fire						•	•		
Flood/Flood Plain	•			•		•	•		
Geologic Hazards						•	•	•	
Hazardous Materials/Waste				•		•			
Housing	•		•				•	•	
Jobs-Housing Balance	•								
Land Use	•	•	•	•	•	•	•	•	•
Minerals				•					
Noise					•		•		
Open Space/ Recreation	•			•			•		•
Public Utilities		•					•	•	
Soils/Agriculture				•					
Solid Waste	•			•			•		
Threatened/ Endangered Species				•					
Transportation/ Circulation	•	•			•	•	•	•	
Wastewater Systems		•		•			•	•	
Water		•		•			•	•	•



CITY GROWTH

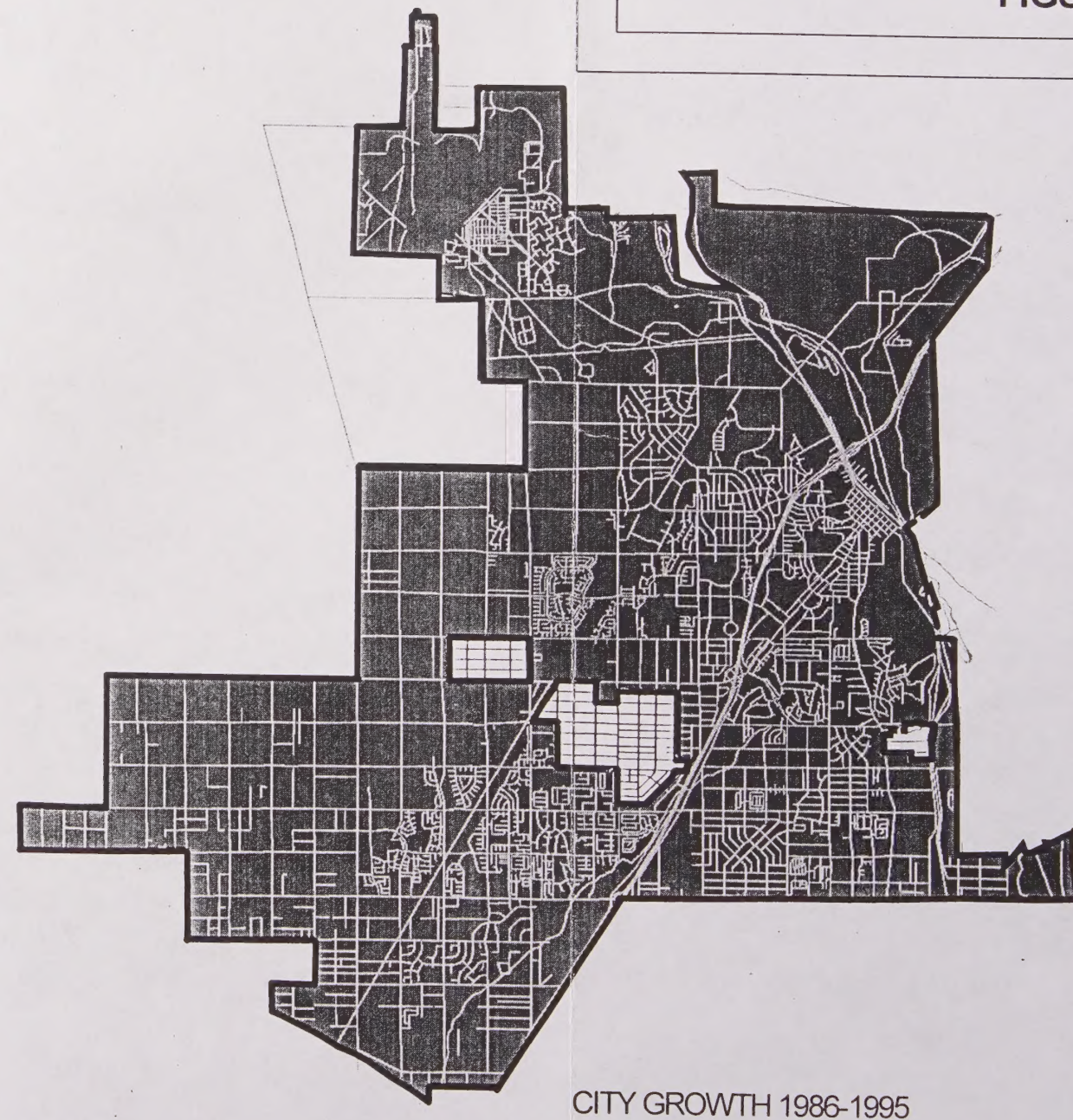
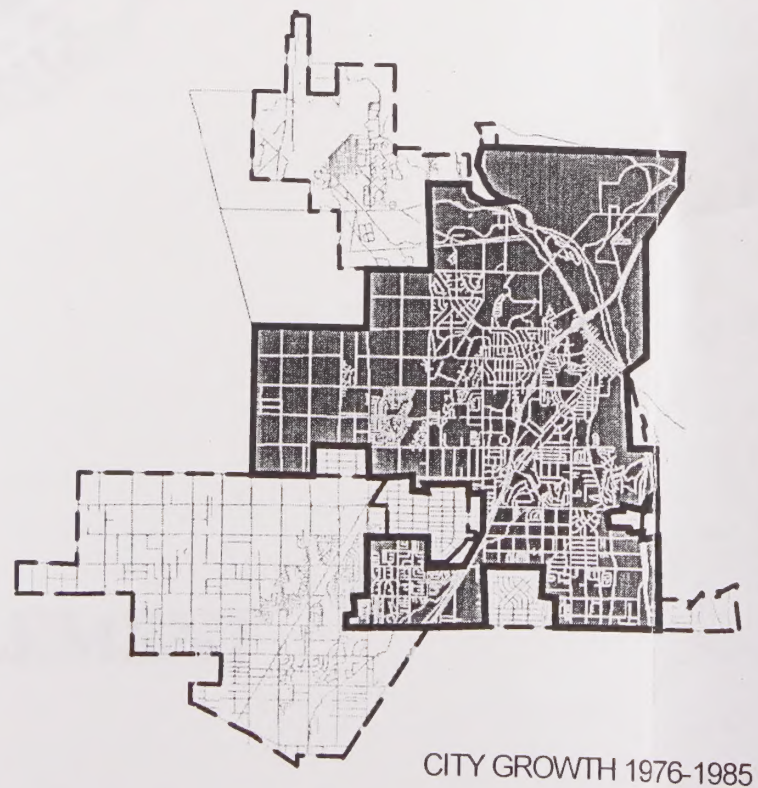
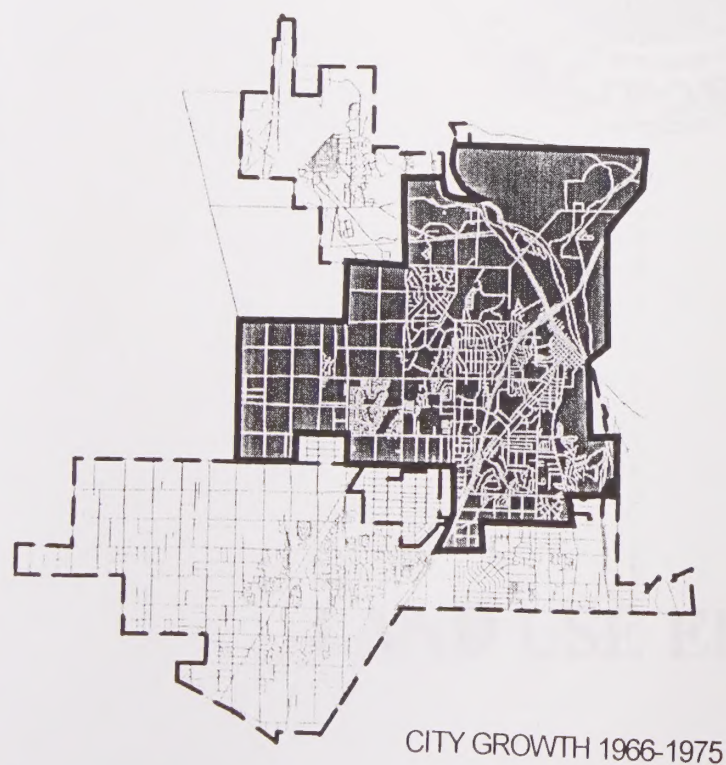
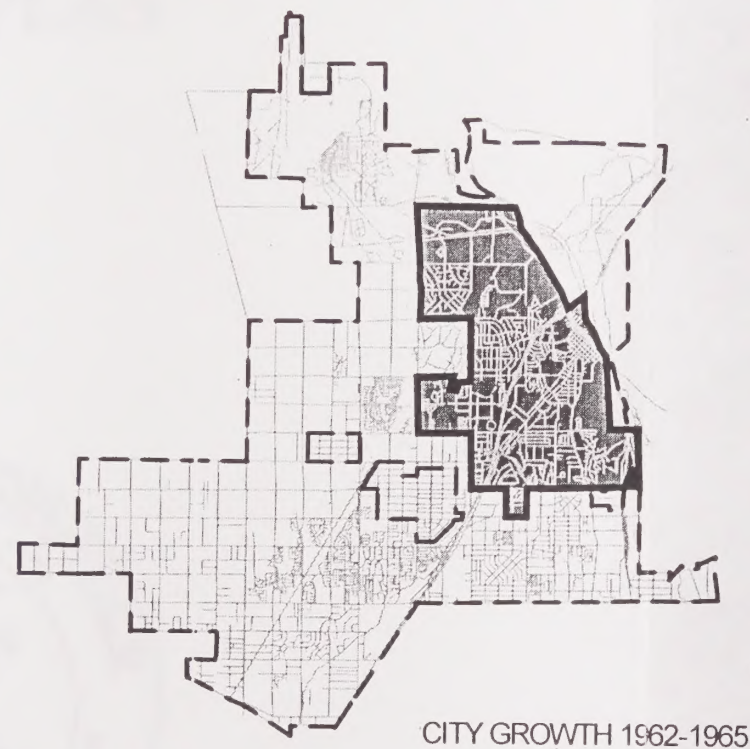
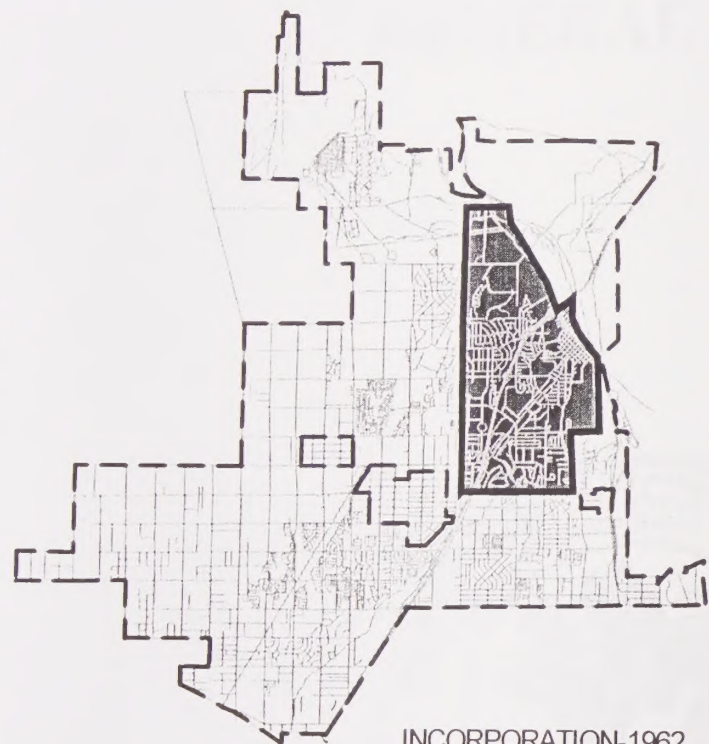
FIGURE 1



Legend:

-- = City Boundary

■ = City Growth



CITY OF VICTORVILLE GENERAL PLAN



LAND USE ELEMENT

TABLE OF CONTENTS

	<u>Page</u>
INTRODUCTION	1
Purpose of this Element	1
GOALS	2
LAND USE PLAN	2
Housing.....	3
Business	4
Industry	4
Open Space	5
Education Facilities	5
Public Buildings and Grounds.....	6
Infrastructure	6
Solid and Liquid Waste Disposal Facilities	6
Flooding	8
Jobs-Housing Balance.....	8
Land Use Designations	13
Land Use Policy	20
Baldy Mesa Planning Area.....	29
Central Planning Area	29
Civic Center Planning Area	31
East Bear Valley Planning Area	32
Golden Triangle Planning Area	32
North Mojave Planning Area.....	32
Quartzite Planning Area	33
Southern California International Airport Planning Area	34
Spring Valley Lake Planning Area	34
Turner Heights Planning Area	35
Village Planning Area	35
West Bear Valley Planning Area	36
West City Planning Area	37
GOALS, POLICIES, AND IMPLEMENTATION MEASURES AND PROGRAMS	51

LIST OF FIGURES

		<u>Page</u>
Figure 1	Education Facilities	7
Figure 2	Planning Area Map	23
Figure 3	Baldy Mesa Planning Area	38
Figure 4	Central Planning Area	39
Figure 5	Civic Center Planning Area	40
Figure 6	East Bear Valley Planning Area	41
Figure 7	Golden Triangle Planning Area	42
Figure 8	North Mojave Planning Area	43
Figure 9	Quartzite Planning Area	44
Figure 10	Southern California Logistics Airport Planning Area	45
Figure 11	Spring Valley Lake Planning Area	46
Figure 12	Turner Heights Planning Area	47
Figure 13	Village Planning Area	48
Figure 14	West Bear Valley Planning Area	49
Figure 15	West City Planning Area	50

LIST OF TABLES

		<u>Page</u>
Table 1	Dwelling Unit and Population Build-Out Projections	3
Table 2	Jobs-Housing Balance Data	10
Table 3	Employment Characteristics - 1990	12
Table 4	Land Use Designations and Intensity	18
Table 5	Distribution of Land Use	24
Table 6	Existing Land Uses - October 1996	25
Table 7	Specific Plan Land Uses and Approximate Acreages	26

INTRODUCTION

Purpose of this Element

The Planning, Zoning and Development laws of the State of California require all local general plans to include a Land Use Element. The Land Use Element outlines Victorville's long-range plans for development within its incorporated boundaries and sphere of influence. State law requires that the proposed general distribution, location and extent of land uses for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land, if any, be designated in the Land Use Element. The Land Use Element is a policy document to guide land use decisions to ensure the orderly growth of Victorville as well as serving as a guide for city recommendations to San Bernardino County regarding development proposals within the sphere. Further, it is used as a basis for pre-zoning of sphere areas prior to annexation. The Land Use Element includes a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The Element also identifies areas which are subject to flooding and those areas are reviewed annually [Government Code Section 65302(a)]. To address the State Legislature's intent to "...move toward the goal that every...worker have available the opportunity to reside close to his or her jobsite," [Government Code Section 65890.91(h)], the Land Use Element includes a discussion of jobs-housing balance.

The Land Use Element seeks to accomplish the following:

- Establish a balanced and functional mix of land uses consistent with the goals, objectives and values of the community;
- Facilitate the balance of employment generating land uses and residential land uses and provisions of transportation to serve these uses;
- Serve as a guide to both public and private investments;
- Identify issues and opportunities that may affect land uses identified in the General Plan; and
- Reduce the loss of life, injuries, and property damage from flooding and other natural and man-made hazards through land use policy decision-making that recognizes such hazards.

This Land Use Element fulfills the requirements of state law through the use of text, diagrams, and maps. State law also requires the Land Use Element to be consistent with all elements contained in the General Plan. The Housing Element goals and policies reflect the land use policies as they relate to residential development. For example, the Land Use Element provides for a wide variety of residential dwelling unit densities allowing for a diversity of housing unit types and a wide range of pricing to accommodate all segments of society. It is recognized in the

Circulation Element the implications land use policy will have on the local transportation network as well as the distribution of public utilities such as water, electricity, natural gas, sewer, telephone lines, and cable television lines. Therefore, the circulation system must be closely related to the Land Use Element by providing adequate levels of infrastructure to the various land use districts. The Safety Element identifies hazards that need to be considered in future land use decision-making processes. Although the Land Use Element seeks to separate noise emitting uses from noise sensitive uses, this does not always occur. Therefore, noise impacts as addressed in the Noise Element, are considered when individual projects consistent with the Land Use Element are reviewed to ensure negative impacts do not occur. For example, if noise impacts from an existing source would create a negative impact on a proposed residential development, the residential development must incorporate noise reducing mitigation measures prior to its approval and development. Examples of noise reducing mitigation measures include, but are not limited to, sound walls and noise attenuating insulation. The Resource Element is consistent with the Land Use Element when land uses are designated which ensure the perpetuation or availability of resources. For example, flood plain areas should be designated as Open Space.

A number of environmental factors may constrain future development in certain portions of the Victorville Planning Area. These constraints include both natural and man-made factors that need to be considered in long-range land use planning. Various development constraints are discussed in the Safety Element, Noise Element, and Resource Element.

GOALS

- GOAL 1 Victorville as a balanced community with residential, commercial, and industrial development.
- GOAL 2 Victorville as a community with a diversified economic base.
- GOAL 3 Victorville as a community which provides adequate city services and infrastructure.
- GOAL 4 Victorville as an aesthetically pleasing community with development standards which reflect community needs.

LAND USE PLAN

The General Plan Guidelines recommend that the following topics be included in the Land Use Element to the extent that is relevant: Distribution of housing, business, and industry; distribution of open space, including agricultural land; distribution of mineral resources and provisions for their continued availability; distribution of recreation facilities and opportunities; location of education facilities, public buildings and grounds, future solid and liquid waste facilities; and identification of areas subject to flooding. The Land Use Element in combination with the other elements address all of the aforementioned topics by use of text, graphics, maps, and/or tables.

Housing

The Land Use Element provides for a wide variety of residential land use designations which provides a broad range of dwelling unit densities and allows for a diversity of housing unit types. This diversity allows flexibility in creating housing of varying amenities and pricing.

Approximately sixty-five percent (65%) of the land area in the planning area allows for the development of residential dwellings. The following land use designations permit residential development with the maximum number of dwelling units per acre following in parenthesis: Rural Residential (1 du/5 ac), Very Low Density Residential (2 du/ac), Low Density Residential (5 du/ac), Medium Density Residential (8 du/ac), High Density Residential (20 du/ac), Specific Plan (varies from 2 du/ac to 24 du/ac), and Urban Conservation (1 du/2.5 ac, 1 du/5 ac, or 1 du/40 ac depending on county zoning). Limited residential development is allowed in Open Space (1 du/5 ac); however, the developable area is so limited that it is considered insignificant.

The estimated total number of housing units and resulting population at build-out is presented in Table 1. Since the number of dwelling units per acre vary considerably in the specific plans, each specific plan was reviewed to determine the maximum allowable dwelling units. Additionally, several of the specific plans have overlay zones which allow for residential development in areas where the intended primary use is other than residential. As part of this analysis, the overlay zones were counted as residential to ensure maximum possible residential development densities are accounted. Inasmuch as the urban conservation land use area only exists in unincorporated portions of the Victorville Planning Area, in the Quartzite and North Mojave Planning Areas, the underlying county land use regulations were used to determine density.

Table 1
DWELLING UNIT AND POPULATION BUILD-OUT PROJECTIONS

Land Use Designation	Acres	Dwelling Units/Acre	Dwelling Units	Population
Rural Residential	1,043.5	.2	209	543
Very Low Density Residential	15,960.7	2	31,921	82,995
Low Density Residential	14,713.1	5	73,566	191,272
Medium Density Residential	925.3	8	7,402	19,245
High Density Residential	1,995.3	20	39,906	103,756
Specific Plan	2,085.6	Varies	11,439*	29,741
Urban Conservation	4,410.4	Varies	376*	978
TOTAL	41,133.9		164,819	428,529
* Accounts for maximum densities allowed in each specific plan and the Urban Conservation land use designation				

The actual development densities identified in Table 1 will be lower because of the zoning. For example, the multiple family residential zones of R-3 (15 du/ac) and R-4 (20 du/ac) are consistent

with the High Density Residential land use designation which allows for a maximum of twenty dwelling units per acre. Therefore, when R-3 development takes place, instead of R-4 in the High Density Residential land use category, a five dwelling unit per acre decrease takes place. Likewise the lot sizes in the Very Low and Low Density Residential may be larger than the minimum allowed per the zoning resulting in reduced densities.

Based on the foregoing, maximum residential development densities would not occur. The potential development capacity of a community may be better estimated by determining its effective development capacity which assumes that a community will be developed to about eighty percent (80%) of its potential density. Therefore, if the effective development capacity is achieved, it is estimated that there will be 131,855 dwelling units and 342,823 persons within Victorville at build-out.

The Housing Element provides information on all aspects of housing as required by state law.

Business

The City of Victorville has historically been and continues to be the primary commerce center of the Victor Valley. The planning area has approximately eleven percent of its total land area designated commercially, with the majority located within existing city boundaries, whereas other Victor Valley cities and other areas of California average about five percent. The abundance of commercially designated property is a reflection of the city serving the needs of the region.

Currently there are approximately 6,550 acres of commercially designated land (includes specific plans) of which approximately 4,950 acres are vacant. In order to calculate potential job creation for undeveloped commercially designated areas, the City utilized generic job conversion factors provided by the Southern California Association of Governments (SCAG). In using these factors, the number of new jobs that would result from the development of the vacant commercial acreage would be approximately 88,740. This figure is derived by the factors that a general commercial use generates fourteen jobs per acre; neighborhood retail, 78; and commercial manufacturing, 31; and that the approximate commercial land use distribution is ninety percent, general commercial; five percent, neighborhood retail; and five percent, commercial manufacturing.

Industry

Approximately eight percent (8%) of the Victorville Planning Area is designated with an industrial land use. When the industrial areas of the specific plans are included, this figure rises to fifteen percent (15%).

Including the industrial areas of the specific plans, there are approximately 9,150 acres or fourteen and one-quarter square miles of industrial land in the planning area (light industrial use - 3,065 acres, and heavy industrial use - 6,087 acres). Approximately 2,640 acres of light industrial use and 2,670 acres of heavy industrial use are vacant. In utilizing the SCAG generic conversion factor for job creation, the number of new jobs that would result from the development of the vacant industrial acreage would be approximately 124,560. This figure is

derived by the factors that a light industrial use generates thirty-one (31) jobs per acre and heavy industrial uses sixteen (16) jobs per acre.

Some of the significant industrial land uses occurring within the city include the cement industry, glass manufacturing, paint manufacturing, and waste recycling.

Open Space

Section 65560 of the Government Code states: "Open space land is any parcel or area of land or water which is essentially unimproved and devoted to an open-space use..." Open space is used for the preservation of natural resources, managed production of resources, outdoor recreation, and public health and safety.

Approximately two-thirds of the Victorville Planning Area is undeveloped, vacant land. However, the majority of the vacant land contains land use designations which allow for development. Some land use designations permit extremely low densities. For example, the Urban Conservation designation allows for densities as low as a maximum of one dwelling unit per forty acres. At this density, the land would be essentially viewed as open space. Approximately four percent of the planning area has been designated as Open Space or equivalent (i.e., Specific Plan on SCLA) which includes land used for golf courses, lakes, flood plains, parks, and the object-free areas around the runways and taxiways at Southern California Logistics Airport.

Please refer to the Resource Element for further discussion on open space resources.

Education Facilities

The City recognizes that as the local population continues to grow new schools will be necessary to accommodate additional students. Therefore, parochial, private, public or charter schools which satisfy the requirements of the compulsory education laws of the State can be allowed in areas designated as Rural Residential, Very Low Density Residential, Low Density Residential, Medium Density Residential, High Density Residential, Public/Institutional, Commercial, and Office Professional. Prior to the development of a new school in the City, approval of a conditional use permit by the Planning Commission is required. As separate agencies with governing boards, each school district is responsible for determining the location and timing for construction of new schools. However, before a school district acquires property for its potential use as a school site the district must notify the City in writing pursuant to Public Resource Code Section 21151.2. The City will investigate the potential school site and report all findings and recommendations to the school district.

Numerous education facilities exist in the Victorville Planning Area which offer elementary through post-baccalaureate course work. Currently, there are thirteen public elementary schools, two public junior high schools, three public high schools, a community college, and a university (extension) in the planning area. Additionally, there are four private schools in the city which offer classes for kindergarten through twelfth grade (refer to Figure 1).

As of January 1996, public school enrollment was as follows: Victor Elementary School District, 8,036; Adelanto School District (George School and Eagle Ranch Elementary), 1,251; Hesperia School District (Hollyvale Elementary), 364; and Victor Valley Union High School District, 5,764. The private schools had 581 students. Victor Valley College had approximately 8,900 students, and Chapman University 350.

The Victor Elementary School District has one school under construction and is planning the development of three additional elementary schools. The school under construction is located in Brentwood and is anticipated to open in March 1997. Two schools, one on Arrowhead Drive and the other on Hopland Street, are in the process of being designed. One additional school is in the preliminary planning stage along Ridgecrest Road.

The Victor Valley Union High School District has a new high school (Silverado High School) under construction at the southwest corner of Cobalt Road and Palmdale Road. Phase One of that school was completed in September 1996 allowing the attendance of freshmen. Two junior high schools are in the preliminary planning stages. One would be located on Southern California Logistics Airport and the other would be adjacent to the new high school.

Public Buildings and Grounds

Several public buildings and grounds exist in the Victorville Planning Area. The Civic Center Planning Area serves as the governmental core for the City of Victorville. This planning area contains local, county, state and federal government offices, as well as the courthouse. Other facilities such as the library, community centers, and parks are located throughout the Victorville Planning Area. Park facilities and their development are discussed in the Parks and Recreation Element.

Infrastructure

Infrastructure includes roadways, public utilities, water, and sewer and is generally installed as a function of development as it serves the development or is reasonably related to serving the development. Through capital improvement programming the City can save money by purchasing land or materials in advance of actual need. However, careful consideration is necessary to ensure that physical improvements do not outpace need. In other words, infrastructure should only be installed when necessary and only to the extent warranted to avoid excessive maintenance costs.

Solid and Liquid Waste Disposal Facilities

Non-hazardous solid and liquid waste generated in the planning area is currently deposited in the Victorville landfill. This site is located in the Sphere of Influence of the North Mojave and Quartzite Planning Areas and is a San Bernardino County operated facility. The existing eighty acre site, as well as the potential one hundred sixty acre expansion area northeast of and abutting the existing site is designated Heavy Industrial on the Land Use Map. The existing facility is currently permitted to accept 237,600 tons of solid waste annually. The facility has an estimated remaining life of two years (1998). However, since the city has implemented a curbside



EDUCATION FACILITIES

FIGURE 1

Legend

- = City Boundary
- - - = Sphere Boundary
- = School District Boundary

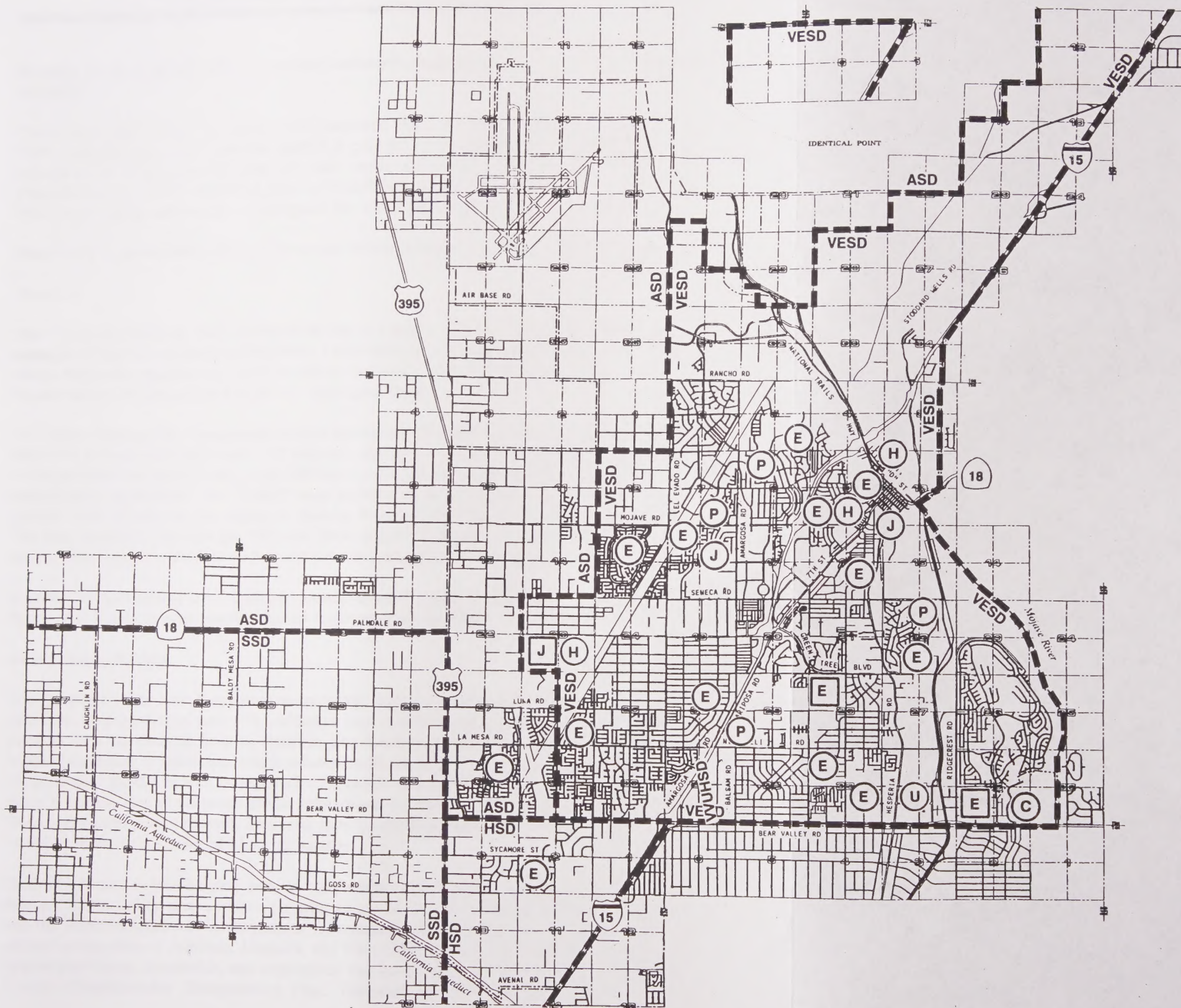
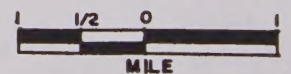
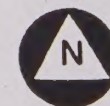
SCHOOL DISTRICT BOUNDARIES

ASD = Adelanto School District
HSD = Hesperia School District
SSD = Snowline School District
VESD = Victor Elementary School District

NOTE: All areas of the city and sphere are within the Victor Valley Union High School District excepting those areas within the Hesperia and Snowline School Districts.

EDUCATION FACILITIES

- E = Elementary School
- J = Junior High School
- H = High School
- P = Private School
- C = College
- U = University
- = Existing
- = Planned



recycling program in July 1995, the existing estimated remaining site life of two years may be extended.

The revised final draft of the county-wide Integrated Waste Management Plan (November 13, 1995) indicates that the Victorville landfill is planned to be expanded. The acreage of the expansion site is one hundred sixty, of which eighty acres will be utilized for disposal. The planned capacity for this expansion area is 300,000 tons a year. The total waste volume is six million tons which accounts for an anticipated site life of twenty years.

Please refer to the Resource Element for further information on waste disposal options/facilities.

Flooding

The Victorville Planning Area is located on top of a gently sloping alluvial fan situated to the northeast of the San Bernardino Mountains. Local hydrology is dominated by the Mojave River which drains the mountainous areas located to the south. Several smaller intermittent streams located within the planning area drain into the Mojave River.

The Federal Emergency Management Agency through the National Flood Insurance Program has identified and mapped those areas of Victorville that are at risk due to periodic flooding. The resulting Flood Insurance Rating Map (FIRM) is designed for flood insurance and flood plain management applications. The "FIRM" map includes flood zone designations which refer to specific areas which may be subject to flooding based on engineering and hydrologic studies. The map identifies 100-year and 500-year flood plains, floodways, location of selected cross-sections used in the hydrologic studies, and the anticipated floodwater depths.

Portions of the planning area which are located in flood plains have been designated as Open Space. The Safety Element provides further information on flooding.

Jobs-Housing Balance

It is the intent of the State Legislature to encourage land use patterns which balance the location of employment-generating uses with residential uses (Government Code Section 65890.1). The potential benefits resulting from an equitable jobs-housing balance are numerous. Employment-related commuting is minimized which reduces traffic congestion and may lead to improvement of air quality locally as well as regionally. Economic and housing opportunities are improved since it reduces loss of economic productivity caused by transportation delays. It is necessary that cooperation occurs between local and state government agencies, as well as the private sector, to attain an equitable jobs-housing balance.

Table 2 provides a jobs-housing balance comparison of the Victorville Planning Area to the adjacent Victor Valley cities and their planning areas, the Victor Valley, San Bernardino County, and the Southern California Association of Governments (SCAG) region. The Victor Valley is defined as the cities of Adelanto, Hesperia, and Victorville, and the Town of Apple Valley. The data on population, households, and employment was provided by SCAG and the San Bernardino County Comprehensive Transportation Plan. Therefore, since information comes from two

sources, all data may not appear to match. However, since the data are only estimates, the data can be deemed generally reliable. It should be noted that in order to determine future projections, SCAG and the County Transportation Plan used community land use designations. Inasmuch as actual land use designations are known for the City, these designations were used to determine build-out figures in Table 2. Additionally, the build-out figures assume one hundred percent build-out. Since projections are only estimates, actual population, employment and households may vary from the estimates which may affect the jobs-housing balance ratio. The jobs-housing balance section is derived by dividing the employment number by the number of households which indicates the number of jobs per household. A number one or higher indicates at least one job within the jurisdiction is potentially available for each household. A number less than one indicates a greater reliance on the surrounding area for employment thus, resulting in commuting and a jobs-housing imbalance.

In reviewing Table 2, the City of Victorville provided significantly more jobs per household in 1990 than other Victor Valley cities, the Victor Valley and San Bernardino County but is below the SCAG region by five jobs per one hundred households. The jobs-housing balance is expected to improve during the period covered by this General Plan.

In utilizing the SCAG provided general job conversion factors (average number of jobs per acre: neighborhood commercial - 23, general commercial - 14, office - 78, government office - 100, school - 5, college - 15, light industrial - 31, and heavy industrial - 16) and the distribution of Victorville Planning Area land uses the number of jobs at build-out could be as high as approximately 402,505 and the number of households could be 164,819 which accounts for a jobs-housing balance of 2.44 jobs per household.

Since the future employment projections are based on Victorville Planning Area land use designations, it should not be assumed that the jobs are guaranteed. Although the General Plan does not constrain job growth, the city must continue its efforts in attracting potential employers to ensure adequate job growth for a favorable jobs-housing balance. A program in place which has the potential to attract numerous employers is the California Trade and Commerce Agency's designation of Southern California Logistics Airport as a Local Agency Military Base Recovery Area (LAMBRA) zone. Under this LAMBRA zone, sales tax, wage credits and other state incentives, as well as local incentives, are extended to employers locating on the former military base. This designation is authorized for eight years and will expire February 1, 2004.

The City has an established redevelopment agency which has the ability to offer incentives to employers locating within the redevelopment project areas. The incentives include such measures as assistance with constructing off-site infrastructure.

Inasmuch as the intent of an equitable jobs-housing balance is to balance the location of employment-generating uses with residential uses (i.e., minimize commuting), a community job characteristic profile should also be reviewed as part of a jobs-housing balance analysis. The following paragraphs provide a job characteristic profile.

Table 2
JOBS-HOUSING BALANCE DATA

	1990	2000	2010	2015	Build-Out
Population					
SCAG	14,637,493	17,519,861	20,523,114	21,983,752	N/A
San Bernardino County	1,418,380	1,910,018	2,476,824	2,681,524	3,494,300
Victor Valley	153,317	230,822	347,335	415,009	892,023
Victorville	40,674	70,265	95,859	101,942	428,529
Adelanto	8,517	27,000	61,000	58,630	60,576
Apple Valley	46,079	61,500	90,900	110,437	143,930
Hesperia	58,047	72,057	99,576	144,000	270,900
Households					
SCAG	4,894,951	5,743,072	6,760,136	7,308,820	N/A
San Bernardino County	463,257	608,592	817,141	832,873	1,202,511
Victor Valley	52,935	81,907	129,605	137,429	313,188
Victorville	15,627	24,798	33,796	36,123	164,819
Adelanto	3,277	10,350	23,450	20,470	21,255
Apple Valley	16,672	21,900	32,500	37,758	48,955
Hesperia	17,359	24,859	39,859	43,078	82,741
Employment					
SCAG	7,068,129	8,220,481	9,695,426	10,590,423	N/A
San Bernardino County	472,820	638,920	885,757	840,409	2,191,968
Victor Valley	47,703	71,773	104,499	125,435	745,837
Victorville	21,674	37,760	50,497	52,315	402,505
Adelanto	2,118	6,000	13,600	17,398	214,732
Apple Valley	9,231	11,800	17,500	20,349	17,500
Hesperia	14,680	16,213	22,902	35,373	111,100
Jobs-Housing Balance					
SCAG	1.44	1.43	1.43	1.45	N/A
San Bernardino County	1.02	1.05	1.08	1.01	1.82
Victor Valley	0.90	0.88	0.81	0.91	2.38
Victorville	1.39	1.52	1.49	1.45	2.44
Adelanto	0.65	0.58	0.58	0.85	10.10
Apple Valley	0.55	0.54	0.54	0.54	0.36
Hesperia	0.85	0.65	0.57	0.82	1.34

Sources: Southern California Association of Governments

San Bernardino County Comprehensive Transportation Plan - September 1995.

According to the U.S. Census Bureau there were 14,822 employed persons residing in the City of Victorville in 1990. Approximately 24.4 percent of the resident labor force was employed in the high skilled occupation such as professional, technical, and managerial occupations. The medium skilled occupations included 38.6 percent of the resident labor force which includes occupations such as administrative support, transportation, precision production, and trades. The remaining thirty-seven percent are employed in the low skill occupations which include sales and service related businesses, laborers and assemblers.

The Regional Economic Development Authority (REDA) has created a *Regional Strategic Plan for Economic Development* (RSPED) which, among other things, provides a business climate analysis. The Business Climate Analysis section indicates that the High Desert region, which includes Victorville, is largely dependent on the surrounding economy for employment opportunities. In fact, the U.S. Census Bureau and the Southern California Association of Governments have determined that 38.5 percent of the High Desert labor force commutes.

The aforementioned report indicates that the most significant number of commuters are in the skilled labor, managerial, and professional trades, since it is unlikely that people would commute long distances for lower paying, low skilled jobs. The majority of the commuters remain in San Bernardino County (83%) (San Bernardino Valley area) followed by Los Angeles (11%), Riverside (3%), and Orange (2%) counties.

The following table provides a 1990 job sector comparison in total jobs and percentages in each employment sector of the City of Victorville to the adjacent Victor Valley cities, the Victor Valley and the Southern California Association of Governments (SCAG) region.

The table indicates that nearly one-half of the jobs in the Victor Valley are located in the City of Victorville. Since the number of jobs in the City of Victorville is greater than the resident workforce, the city provides jobs for Victor Valley residents, as well as regional residents. However, the majority of these jobs are in the low-skill service and retail trade sectors, therefore, it is anticipated that the majority of the employees of these sectors will reside in the Victor Valley since people would not commute long distances for lower paying jobs.

Compared with the Southern California (SCAG) region, the city has lower job percentages in the agricultural, mining, construction, manufacturing, wholesale trade, and finance sectors. The city has higher job percentages in the transport/utilities, retail trade, services, and government job sectors than the SCAG region. The most significant job imbalance occurs in the manufacturing sector where the SCAG region is more than fourteen percentage points ahead of the city. The city is fifteen percentage points ahead of the SCAG region in the retail trade sector. However, manufacturing jobs tend to be higher paying than retail jobs which may cause city residents to commute.

Table 3
EMPLOYMENT CHARACTERISTICS 1990

Job Sector	SCAG	Victor Valley	Victorville	Adelanto	Apple Valley	Hesperia
Job Total	7,072,028	47,609	21,580	2,118	9,231	14,680
	Percentages					
Agriculture	1.13	0.93	0.29	0.38	2.25	1.12
Mining	0.21	0.11	0.02	--	0.50	0.01
Construction	4.70	9.54	3.62	3.07	14.69	15.94
Manufacturing	17.66	5.08	3.42	19.17	3.28	6.61
Transport/Utilities	4.47	4.74	6.62	10.76	2.24	2.66
Wholesale Trade	6.51	2.83	2.14	1.94	1.88	4.56
Retail Trade	16.60	24.34	31.60	11.43	17.76	19.68
Finance	6.66	4.10	4.61	2.64	4.35	3.39
Services	35.55	40.32	36.10	42.59	51.11	39.39
Government	6.56	8.02	11.58	8.03	1.92	6.63

Source: Southern California Association of Governments

Based on the foregoing, it is evident that the city has the potential for significant job growth, particularly in the manufacturing sector. The Southern California Association of Governments (SCAG) has prepared a Regional Comprehensive Plan and Guide (May 1995) which attempts to attract employers to Southern California. Additionally, the *Regional Strategic Plan for Economic Development* has the goal of attracting and expanding industry compatible with High Desert resources and characteristics which create jobs and puts the High Desert in a position for economic growth. Therefore, since the General Plan does not constrain job growth, as evidenced by the large amount of vacant land designated for commercial and industrial land uses, it is anticipated that the planning area will be in a position to capture a significant number of new jobs attracted to the region. These new jobs can provide employment opportunities for low, medium and high skilled workers. Therefore, the city in cooperation with SCAG and REDA should make efforts to attract employers to the area and improve the jobs-housing balance.

Land Use Designations

The Victorville Land Use Element contains thirteen (13) categories of land use: five categories are specifically concerned with residential land use, two relate to commercial activities, two are industrial land use categories, one category each for public/institutional, open space, specific plan, and urban conservation. Each land use category corresponds with one or more zone districts in the city or county. These land use designations are described in detail in this section of the Land Use Element. The description includes the identification of the nature, density, and intensity of development that is permitted under each category. Population density refers to the number of people in a given area. The population density for each residential land use

designation has been estimated by utilizing the 1996 California Department of Finance Demographic Research Unit data of 2.6 persons per household. Building Intensity refers to the number of dwelling units per gross acre (total land area including streets, easements, etc.), height and size limitations (lot coverage), as well as use restrictions. The location and extent of land uses for each category are described geographically on the Land Use Map which is based on such factors as patterns of existing development and physiographic constraints.

In addition to the land use designations, provisions exist in the zoning ordinance which allows for planned unit developments (PUD). These developments can occur within several general plan land use districts so long as the PUD zoning is consistent with its land use designation. The objective of the planned unit development is to secure a fuller realization of the general plan by allowing overall planning and design in detail.

The individual land use categories are described in detail below. The land use intensity within the Victorville Planning Area is indicated in Table 4 and the distribution of land uses on Table 6.

Rural Residential

This category corresponds to the AE (Exclusive Agriculture) zone district. Residential development densities in those areas designated as Rural Residential in the Land Use Element with an underlying zone designation of AE cannot exceed one dwelling unit per five acres. Due to the minimum five acre lot size within this land use category, a maximum height and lot coverage criteria has not been established since it is unlikely that the residential intensity would adversely affect surrounding properties. Additionally, the wide variety of structures erected in agricultural areas may be adversely affected if strict height and area limitations were imposed. The potential population density resulting from the maximum development is 2.6 persons per five acre lot (.52 persons per acre). Additionally, in reviewing the areas designated as Rural Residential, it should be noted that the majority of the land use area is vacant. In areas where it is developed there is only one dwelling unit per lot even though the zoning allows for mobile homes to be utilized for employee housing. Since the use of employee mobile homes would be sporadic, the population density of 2.6 persons per five acres remains a reliable estimate.

Very Low Density Residential

This category of residential land use is characterized by single-family homes located on lots with a minimum area of one-half acre which allows for a maximum density of two dwelling units per acre. This land use category corresponds to development standards in the A (Agricultural-Residential), S-R (Suburban Residential), and R-1 (Single Family Residential) zone districts. When R-1 zone district land is located within this land use designation, a combining district designation of "B" - which means a minimum building site size followed by the minimum lot size, is included with the zoning. The utilization of the combining district assures consistency with the general plan land use designation.

The maximum development possible under this land use designation varies depending on the corresponding zone district. Those areas with an underlying zoning of A (Agricultural-Residential district) have a maximum development density of one unit per acre. The maximum height of a principal building is thirty-five (35) feet and twenty (20) feet for an accessory

building. Lot coverage is limited to a maximum of forty percent (40%) in the A Zone. The potential population density resulting from maximum development is 2.6 persons per acre.

Those areas where the underlying zoning is S-R (Suburban Residential district) may construct up to two (2) units per acre. The maximum height of a principal building is thirty-five (35) feet and twenty-five (25) feet for an accessory building on lots larger than 18,000 square feet; fifteen feet on lots less than 18,000 square feet. Lot coverage is limited to a maximum of forty percent (40%) in the S-R zone. The potential population density resulting from maximum development is 5.2 persons per acre.

Those areas where the underlying zoning of R-1B (Single Family Residential with a minimum building site combining district) may construct a maximum of two (2) units per acre. The maximum height of a principal building is thirty-five (35) feet and twenty-five (25) feet for an accessory building. Lot coverage is limited to a maximum of forty (40) percent. The potential population density resulting from maximum development is 5.2 persons per acre.

The infrastructure and service needs of residential development at these densities is less than the service demands of higher density residential development. In addition, the development standards regarding lot size for the Very Low Density Residential designation correspond with the existing standards for those areas under both the city and county zoning ordinances.

Low Density Residential

This residential land use category is characterized by single-family detached residential development. The Low Density Residential category corresponds to the R-1 (Single-Family Residential) zone district. The gross density of developments designated for Low Density Residential ranges from one to five dwelling units per acre. The maximum height of a principal building is thirty-five (35) feet and twenty-five (25) feet for an accessory building on lots larger than 18,000 square feet; fifteen (15) feet on lots less than 18,000 square feet. Lot coverage is limited to a maximum of forty percent (40%) in the R-1 zone. The potential population density resulting from maximum development is 13 persons per acre.

Medium Density Residential

Residential development in this category is typified by single-family attached units or duplexes. This residential land use category corresponds to the R-2 (Medium-Density Residential) zone district.

This category of land use also applies to residential developments consisting of mobile homes and/or manufactured housing units. Homes of this type are generally constructed off-site and then moved or assembled on the property which is located in a park or development that consists of these types of units. The Zoning Ordinance maintains a R-MPD (Residential-Mobile Home Planned Development) district which corresponds to this land use designation. The development density under this land use category ranges from one unit per acre up to eight units per acre. The maximum height of a principal building in the R-2 zone district is thirty-five (35) feet and fifteen (15) feet for an accessory building. Lot coverage is limited to a maximum of forty percent (40%).

The maximum height of a principal building in the R-MPD zone district is twenty (20) feet and fifteen (15) feet for an accessory building. Lot coverage is limited to a maximum of sixty percent (60%).

Residential development constructed to the maximum densities permitted under this land use category would result in a population density of 20.8 persons per acre.

High Density Residential

Residential development in the High Density Residential land use category corresponds to multiple-family development characterized by apartments and condominiums. The R-3 (High Density Residential) and the R-4 (Very-High Density Residential) zone districts correspond to this General Plan land use designation.

For those properties designated as High Density Residential with an underlying zoning of R-3 (High Density Residential district), the permitted development density ranges from one unit to 15 units per acre (gross density). The maximum height of a principal building is thirty-five (35) feet and fifteen (15) feet for an accessory building. Lot coverage is limited to a maximum of forty percent (40%).

Those properties with an underlying zoning of R-4 (Very-High Density Residential district), the possible development density ranges from one unit to 20 units per acre. The maximum height of a principal building is thirty-five (35) feet and fifteen (15) feet for an accessory building. Lot coverage is limited to a maximum of fifty percent (50%).

The potential population density resulting from maximum development of the corresponding R-3 and R-4 districts ranges from 39 persons per acre to 52 persons per acre.

Office/Professional

This category of commercial land use is developed exclusively for offices and administrative activities and supporting uses. Portions of the Civic Center and the adjacent properties located east of Amargosa Road, between Seneca Road and Ramona Avenue are designated as and provides an example of the Office/Professional land use. This category of land use corresponds to the C-A (Administrative Professional Offices) zone district. The maximum site coverage is fifty percent (50%) of the area of the property. The maximum building height is sixty-five (65) feet unless the building is within fifty (50) feet of an R-1, R-2, or R-3 zone district which then limits the height to thirty-five (35) feet.

Commercial

The Commercial land use designation corresponds to a wide range of retail commercial, service commercial, and office commercial activities presently located, proposed, or anticipated within the planning area. Four commercial zone districts correspond to this land use category. The zone districts include the C-1 zone (Neighborhood Retail), C-2 zone (General Commercial), the C-4 zone (Highway and Service Commercial) and the C-M zone (Commercial Manufacturing). The maximum development density possible under this land use designation is also governed by site area requirements which range from forty percent (40%) to sixty percent (60%) depending on

the underlying zoning. The maximum building height ranges from thirty-five (35) feet to seventy-five (75) feet depending on the underlying zoning.

Light Industrial

This category of land use is characterized by industrial development either located in industrial and/or business parks or in mixed-use areas. The main feature of industrial activities in this category is that they do not require any significant site or structure requirements that are so specialized that would limit future use of the structures and/or site by another industrial activity. There are two zone districts that implement the Light Industrial land use designation including the I.P.D. zone (Industrial Park District), and M-1 zone (Light Industrial). The maximum development density for the IPD zone is governed by lot coverage requirements which permit structures to cover up to sixty percent (60%) of the total site area. The M-1 Zone District does not have a maximum lot coverage. The maximum building height within this land use district is fifty (50) feet or thirty-five (35) feet if the building is located within fifty (50) feet of residential districts.

Heavy Industrial

The Heavy Industrial land use category refers to industrial and manufacturing uses that are more specialized in nature and require special consideration in terms of use of the property as well as impacts on adjacent properties. The Southdown Portland Cement Plant, located in the North Mojave Planning Area, characterizes a Heavy Industrial land use. The M-2 (Heavy Industrial) zone district corresponds to this General Plan land use category. The maximum building height within this land use district is fifty (50) feet or thirty-five (35) feet if the building is located within fifty (50) feet of residential districts. The M-2 Zone District does not have a maximum lot coverage.

Public/Institutional

This General Plan land use designation refers to those land uses and activities that are predominately used for public purposes or owned or operated by a public entity. Activities within this category include city and county buildings, public and private schools, colleges, and public utilities and city yards. The P-C (Public and Civic) zone district corresponds to this land use designation. The maximum lot coverage for development in this category is forty percent (40%). The maximum building height within this land use district is fifty (50) feet.

Open Space

The Open Space land use designation refers to three categories of open space: land that is to remain undeveloped due to severe development constraints, reserved public open space in parks, and areas that are in agricultural preserves. The AE (Exclusive Agriculture), FP (Conservancy and Flood Plain), and P-C (Public and Civic) zone districts apply to the "Open Space" designations. This category includes the Mojave River flood plain, Mojave Narrows Regional Park, golf courses, lakes and agricultural areas adjacent to the Mojave River. Residential development is permitted in certain areas designated for Open Space when the underlying zone is AE. Maximum residential development density is one dwelling unit per five acres. Due to the minimum five acre lot size within this land use category, a maximum height and lot coverage criteria has not been established since it is unlikely that the residential intensity would adversely

affect surrounding properties. Additionally, the wide variety of structures erected in agricultural areas may be adversely affected if strict height and area limitations were imposed.

Specific Plan

The land use policy provides for a number of specific plans within the city. The specific plans identify the location, extent, and density of new development and also indicate specific development standards that are applicable. In the event that a specific plan is proposed for an area which exceeds existing residential densities or introduces changes in land use designations not provided for on the land use policy map, a general plan amendment will be required to designate the area as Specific Plan and to establish the development limits for the specific plan. Development standards vary within each specific plan. The following specific plans should be referred to for specific development standards and are incorporated into this document by reference only: Brentwood, Foxfire Ranch, Mesa Verde (Eagle Ranch), Midtown, Old Town, Rancho Tierra, Southdown Industrial Park, Southern California Logistics Airport, Talon Ranch, and Vista Verde. The distribution of Specific Plan land uses is identified in Table 6.

Urban Conservation

This land use category is only located within the sphere of influence. The Urban Conservation land use designation is consistent with the current San Bernardino County zoning and land use designations of Rural Living and Resource Conservation. This land use designation allows for a maximum housing density of one dwelling unit per two and one-half acres, one dwelling unit per five acres, and one dwelling unit per forty acres depending on the underlying county land use regulations.

The Urban Conservation land use designation will protect areas in the sphere for future urban land uses. This protection is necessary as an annexation time frame has not been established. As more intensive developments occur or areas are annexed, the city will re-evaluate the land use designation and change it as necessary. Should the unincorporated areas designated as Urban Conservation retain such designation after annexation, the underlying zoning would be established as R-1 (Single Family Residential) with reduced densities, consistent with the existing county densities. Additionally, as development occurs within these areas regulated by the county, the county should verify with the city what level of urban service will be necessary.

TABLE 4
LAND USE DESIGNATIONS AND INTENSITY

Land Use Designations	Corresponding Zone District ⁽¹⁾	Land Use	Gross Density ⁽²⁾
Residential			
Rural	AE		1 du/5ac
Very Low Density	R-1 with "B" Combining District, A & SR		1 du/ac (A); 2 du/ac (R-1B, SR)
Low Density	R-1		5 du/ac
Medium Density	R-2, R-MPD		8 du/ac
High Density	R-3 & R-4		15 du/ac (R-3); 20 du/ac (R-4)
Commercial			
			Lot Coverage (site area assumed FAR)
Office/Professional	C-A		50%
Commercial	C-1, C-2, C-4 & C-M		40% (C-1); 50% (C-4); 60% (C-2, C-M)
Industrial			
Light Industry	IPD & M-1		60%
Heavy Industry	M-2		60%
Other			
Public/Institutional	P-C		40%
Open Space	FP & AE		1 du/5 ac
Urban Conservation	R-1 with "B" Combining District		1 du/2.5 ac, 1 du/5 ac, 1 du/40 ac
Specific Plan Land Use			
Specific Plan	Specific Plan	Brentwood:	
		Low Residential	4 du/ac
		Low-Medium Residential	5 du/ac
		Medium Residential	6 du/ac
		Medium-High Residential	8 du/ac
		High Residential	20 du/ac
		General Commercial	60%
		Commercial Overlay	40% - 50%
Specific Plan	Specific Plan	Foxfire Ranch:	
		Very Low Residential	2.5 du/ac
		Low Residential	3.5 du/ac
		Medium-Low Residential	5 du/ac
		Medium Residential	7 du/ac
		Adult Residential Overlay	7 du/ac
		Commercial	40% - 60%
Specific Plan	Specific Plan	Mesa Verde (Eagle Ranch):	
		Estate Residential Overlay	2 du/ac
		Low Residential	5 du/ac
		Medium Residential	6 du/ac
		High Residential	20 du/ac
		Commercial/Office	40% - 50%

City of Victorville General Plan - Land Use Element

Land Use Designations	Corresponding Zone District ⁽¹⁾	Land Use	Gross Density ⁽²⁾
		Industrial	60%
Specific Plan	Specific Plan	Midtown:	
		Community Commercial	60%
		Office Business Park	60%
		Community Commercial Overlay	60%
Specific Plan	Specific Plan	Old Town:	
		Store-Front Commercial	100%
		Transit Commercial	80%
		Residential Apartment	24 du/ac.
		Residential Single Family	5 du/ac.
Specific Plan	Specific Plan	Rancho Tierra:	
		Estate Residential	2 du/ac
		Very Low Residential	5 du/ac
		Low Residential	6 du/ac
		Medium-Low Residential	6.5 du/ac
		Medium Residential Overlay	7 du/ac
		High Residential	20 du/ac
		Commercial	40%
		Office Business Park	50%
		Light Industrial Park	60%
Specific Plan	Specific Plan	Southdown Industrial Park:	
		Exclusive Industrial	60%
		General Industrial	60%
		General Commercial	60%
		Service Commercial	50%
		Commercial Overlay	60%
Specific Plan	Specific Plan	Southern California Logistics Airport:	
		Airport & Support Facility	60%
		Business Park	60%
		Commercial	60%
		Industrial	100%
		Service Commercial and Limited Industrial	60%
		Public/Open Space	40%
		Commercial Overlay	60%
Specific Plan	Specific Plan	Talon Ranch:	
		Low Residential	3 du/ac
		Medium-Low Residential	5 du/ac
		Medium Residential	6 du/ac
		High Residential Overlay	18 du/ac
		Commercial	40% - 60%

Land Use Designations	Corresponding Zone District ⁽¹⁾	Land Use	Gross Density ⁽²⁾
Specific Plan	Specific Plan	Vista Verde:	
		Very Low Residential	4.1 du/ac ³
		Low Residential	4.7 du/ac ^e
		Medium-Low Residential	5.4 du/ac ^e
		Medium Residential	5.6 du/ac ³
		Commercial	60%
		Highway Commercial	50%
		Office/Administrative	50%
		Park & Elementary School Site (with Medium Low Residential Overlay)	6.0 du/ac. ³
⁽¹⁾ Zone Districts correspond to those districts contained in the City of Victorville Zoning Ordinance.			
⁽²⁾ Gross density refers to the maximum dwelling units per acre and/or lot coverage permitted on unimproved vacant land.			
⁽³⁾ A maximum number of dwelling units have been established in each planning are of the Vista Verde Specific Plan. The gross density identified is based on the maximum number of dwelling units divided by the acreage of the respective planning areas.			

Land Use Policy

Land use policy is easily discernible by the utilization of a land use map. The Land Use Map identifies the location and extent of future land use in the city and in unincorporated areas within Victorville's sphere of influence. The proposed future general distribution, location, and extent of land uses identified on the Land Use Map represents the intended uses of land. Existing land uses may be at odds with planning policies and goals. Uses that are at odds with the General Plan are considered non-conforming and are subject to abatement. Victorville's sphere of influence is designated by the San Bernardino County Local Agency Formation Commission (LAFCO) and identifies unincorporated areas which if the property owners desire an increased level of governmental services to that of a municipal level, can request annexation into the City of Victorville. Annexations must be approved by the residents and/or property owners within these areas, as well as LAFCO, prior to the annexation becoming effective.

The Land Use Map is a geographic representation of the city's land use policy and complies with state law (Section 65302(a)) that requires the Land Use Element to:

"designate the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and the enjoyment of scenic beauty, education, public buildings and grounds, solid waste and liquid waste disposal facilities, and other categories of public and private land use ."

The General Plan Guidelines identify the level of detail required in the preparation of the Land Use Map included in this Element. The Guidelines state:

"As a general rule, the combination of the diagram or diagrams and the text should be detailed enough so that the users of the plan, staff, elected and appointed officials, property owners, and citizens can reach the general conclusion on the appropriate use of any parcel of land."

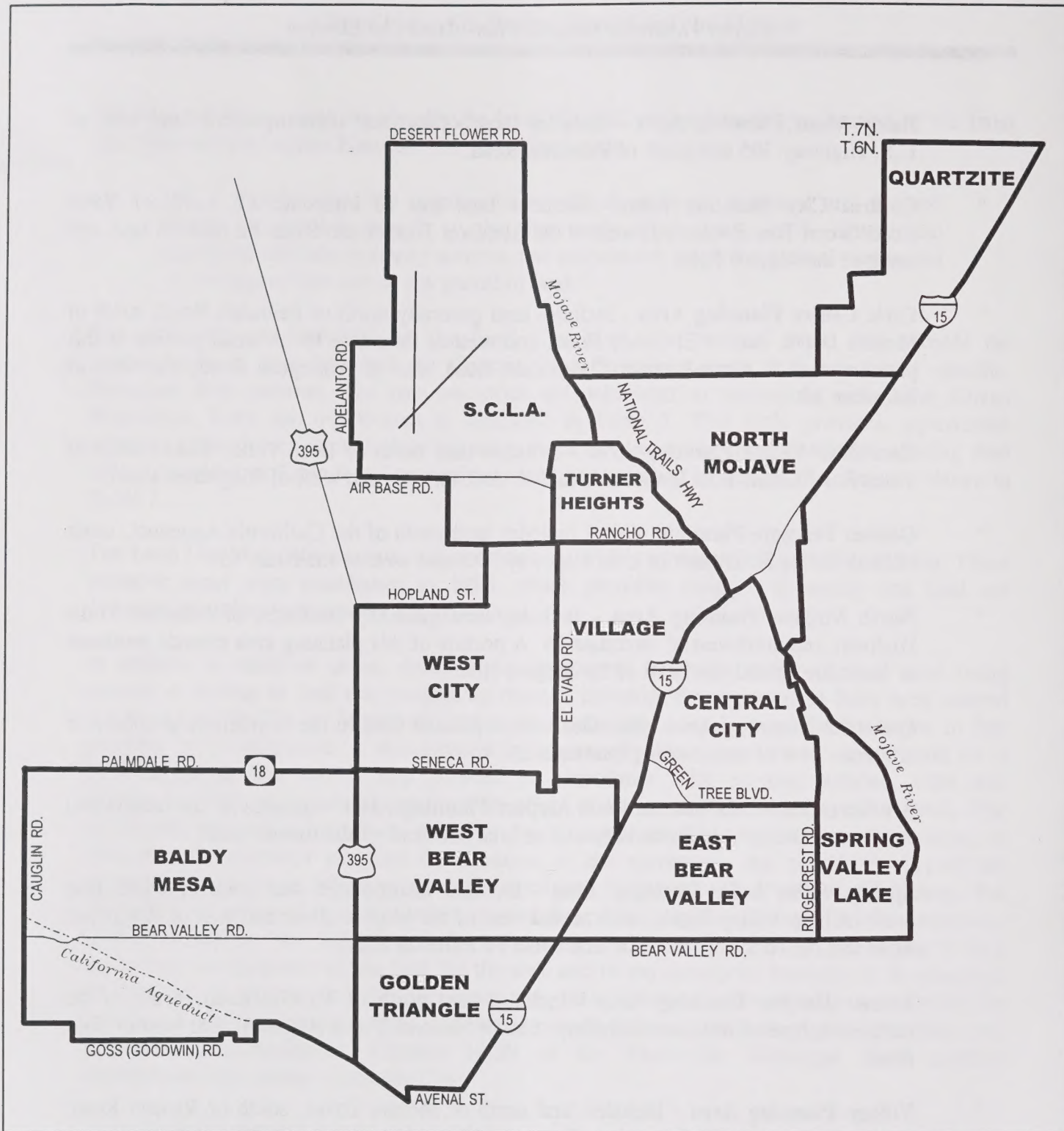
The land uses are identified on the Land Use Map at a level of detail that exceeds the requirements of state law and the General Plan Guidelines since they are parcel specific. Boundary lines between land use categories are delineated to correspond with zone district boundaries. Land use distribution is described in Table 5. This table provides approximate acreages of land uses in individual planning areas of Victorville. Information on existing land uses is provided in Table 6 and approximate land use acreages in the specific plans are shown in Table 7.

The Land Use Map delineates two areas in the City which are identified as initiative areas. These initiative areas were established in 1985, which prohibits changes in zoning and land use designations unless approved by popular vote.

In addition to initiative areas, development agreements limit the ability of land from being rezoned or having its land use designation change. Development Agreements have been entered into between the City of Victorville and a person having a legal or equitable interest in real property for development. A development agreement provides assurance to an applicant for a development project that it may proceed in accordance with existing policies, rules and regulations, and conditions of approval in effect at the time the agreement is adopted. The agreement provides a benefit to the City by strengthening the public planning process. A development agreement specifies the duration of the agreement, the permitted uses of the property, the density or intensity of use, the maximum height and size of proposed buildings, and provisions for reservation or dedication or land for public purposes. It may include conditions, terms, restrictions, and requirements for subsequent discretionary action, provided that it does not prevent development of the land for the uses and to the density or intensity of development set forth in the agreement. The agreement may also include time-frames for commencing or completing construction and terms and conditions of financing necessary public facilities and subsequent reimbursement. Chapter 18.59 of the Victorville Municipal Code codifies development agreements within the City.

Given the wide range of development which presently exists and what is anticipated, the diversity of the natural environment within the Victorville Planning Area, and the large area governed by the General Plan, the city and unincorporated areas considered were divided into thirteen planning areas. The boundaries of the thirteen planning areas were delineated using topographic features, man-made features, and land use characteristics. The thirteen planning areas are indicated in Figure 2 and in the individual planning area land use maps as identified in Figures 3 through 15. The planning areas are as follows:

- **Baldy Mesa Planning Area** - Includes incorporated and unincorporated land west of U.S. Highway 395 and south of Palmdale Road.
- **Central City Planning Area** - Includes land east of Interstate 15, north of Yates Road/Green Tree Boulevard, west of the Atchison Topeka and Santa Fe railroad line, and south of the Mojave River.
- **Civic Center Planning Area** - Includes land generally north of Palmdale Road, south of Mojave Drive, east of El Evado Road, and west of Interstate 15. A small portion of this planning area is located south of Palmdale Road, east of Amargosa Road, and west of Interstate 15.
- **East Bear Valley Planning Area** - Includes land north of Bear Valley Road, south of Yates Road/Green Tree Boulevard, east of Interstate 15, and west of Ridgecrest Road.
- **Golden Triangle Planning Area** - Includes land north of the California Aqueduct, south of Bear Valley Road, east of U.S. Highway 395, and west of Interstate 15.
- **North Mojave Planning Area** - Includes land generally northeast of National Trails Highway and northwest of Interstate 15. A portion of this planning area extends southeast of Interstate 15 and northeast of the Mojave River.
- **Quartzite Planning Area** - Includes unincorporated land in the northernmost sphere of influence west of and abutting Interstate 15.
- **Southern California International Airport Planning Area** - Includes all the land within the former George Air Force Base and an area northeast of the former base.
- **Spring Valley Lake Planning Area** - Includes incorporated and unincorporated land north of Bear Valley Road, south of and west of the Mojave River and east of Ridgecrest Road and the Atchison, Topeka, and Santa Fe Railroad line.
- **Turner Heights Planning Area** - Includes land north of Rancho Road, south of the northern sphere of influence boundary, east of National Trails Highway, and west of Shay Road.
- **Village Planning Area** - Includes land north of Mojave Drive, south of Rancho Road, east of El Evado Road, and west of Interstate 15 and National Trails Highway.
- **West Bear Valley Planning Area** - Includes land north of Bear Valley Road, south of Palmdale Road, east of U.S. Highway 395, and west of Interstate 15 and Amargosa Road.
- **West City Planning Area** - Includes land generally north of Palmdale Road, south of Rancho Road, east of U.S. Highway 395, and west of El Evado Road. A small portion of this planning area is located at the southwest corner of Palmdale Road and El Evado Road.



Planning Areas

FIGURE 2

Victorville
General Plan



TABLE 5
DISTRIBUTION OF LAND USE
Acreages by Planning Areas

Land Use Designations	Baldy Mesa	Central City	Civic Center	East Bear Valley	Golden Triangle	North Mojave	Quartzite	SCLA	Spring Valley Lake	Turner Heights	Village	West Bear Valley	West City	TOTAL
Rural Residential	0.0	0.0	0.0	0.0	0.0	0.0	0.0	537.3	0.0	506.2	0.0	0.0	0.0	1,043.5
Very Low Density Residential	7,920.8	0.0	0.0	1,053.7	551.1	1,182.8	0.0	3,150.7	29.7	0.0	499.6	1,112.1	460.2	15,960.7
Low Density Residential	2,535.9	1,988.9	457.6	964.4	1,587.0	21.7	0.0	0.0	970.8	194.2	1,722.7	2,480.8	1,789.1	14,713.1
Medium Density Residential	166.1	64.2	47.1	186.7	0.0	83.4	0.0	0.0	40.5	0.0	237.9	99.4	0.0	925.3
High Density Residential	409.0	238.1	370.0	328.0	125.0	29.1	0.0	0.0	44.4	0.0	140.7	5.1	305.9	1,995.3
Subtotal	11,031.8	2,291.2	874.7	2,532.8	2,263.1	1,317.0	0.0	3,688.0	1,085.4	700.4	2,600.9	3,697.4	2,555.2	34,637.9
Office/Professional	194.3	80.8	43.3	40.0	0.0	21.9	0.0	0.0	56.2	0.0	0.0	28.0	10.6	475.1
Commercial	782.6	434.7	521.3	1,044.9	900.5	538.1	23.8	0.0	65.4	133.2	117.8	852.8	544.7	5,959.8
Subtotal	976.9	515.5	564.6	1,084.9	900.5	560.0	23.8	0.0	121.6	133.2	117.8	880.8	555.3	6,434.9
Light Industrial	0.0	79.7	44.8	136.0	29.5	888.4	0.0	0.0	0.0	448.7	38.9	0.0	1,326.8	2,992.8
Heavy Industrial	0.0	0.0	0.0	446.0	0.0	861.6	204.6	0.0	0.0	204.5	0.0	0.0	85.1	1,801.8
Subtotal	0.0	79.7	44.8	582.0	29.5	1,750.0	204.6	0.0	0.0	653.2	38.9	0.0	1,411.9	4,794.6
Specific Plan	518.1	166.3	108.4	0.0	0.0	740.6	0.0	5,138.6	0.0	17.2	0.0	1,074.6	951.3	8,715.1
Urban Conservation	0.0	0.0	0.0	0.0	0.0	979.6	3,430.8	0.0	0.0	0.0	0.0	0.0	0.0	4,410.4
Subtotal	518.1	166.3	108.4	0.0	0.0	1,720.2	3,430.8	5,138.6	0.0	17.2	0.0	1,074.6	951.3	13,125.5
Public Institutional	172.8	262.8	33.5	40.2	11.4	3.0	0.0	0.0	225.7	0.0	0.0	104.2	15.2	868.8
Open Space	0.0	524.9	0.0	0.0	0.0	539.2	0.0	224.2	1,861.5	199.3	0.0	0.0	0.0	3,349.1
Subtotal	172.8	787.7	33.5	40.2	11.4	542.2	0.0	224.2	2,087.2	199.3	0.0	104.2	15.2	4,217.9
TOTAL	12,699.6	3,840.4	1,626.0	4,239.9	3,204.5	5,889.4	3,659.2	9,050.8	3,294.2	1,703.3	2,757.6	5,757.0	5,488.9	63,210.8

TABLE 6
Existing Land Uses - October 1996
Acreages by Planning Areas

Land Use Designations	Baldy Mesa	Central City	Civic Center	East Bear Valley	Golden Triangle	North Mojave	Quartzite	SCLA	Spring Valley Lake	Turner Heights	Village	West Bear Valley	West City	TOTAL
Rural Residential	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.4	0.0	0.0	0.0	97.4
Very Low Density Residential	1,890.3	0.0	0.0	786.0	516.1	76.5	0.0	0.0	6.1	27.5	269.8	793.1	248.4	4,613.8
Low Density Residential	73.1	1,076.3	186.6	257.3	132.5	26.3	0.0	0.0	641.0	45.7	512.0	1,308.3	16.9	4,276.0
Medium Density Residential	0.0	55.2	4.3	50.6	0.0	26.8	0.0	0.0	8.2	0.0	3.4	90.0	11.6	250.1
High Density Residential	0.0	200.4	81.4	140.0	41.2	28.8	0.0	0.0	4.1	0.0	61.8	0.0	32.5	590.2
Subtotal	1,963.4	1,331.9	272.3	1,233.9	689.8	158.4	0.0	0.0	659.4	170.6	847.0	2,191.4	309.4	9,827.5
Office/Professional	0.0	30.3	12.2	0.0	0.0	0.0	0.0	0.0	8.4	0.0	0.0	0.0	0.0	50.9
Commercial	24.2	455.7	201.5	356.5	120.6	74.8	0.0	0.0	15.1	12.1	46.6	245.8	26.3	1,579.2
Subtotal	24.2	486.0	213.7	356.5	120.6	74.8	0.0	0.0	23.5	12.1	46.6	245.8	26.3	1,630.1
Light Industrial	0.0	25.3	1.8	10.0	0.0	7.9	0.0	0.0	0.0	0.0	0.0	1.3	0.0	46.3
Heavy Industrial	0.0	7.9	0.0	142.1	0.0	85.2	40.0	0.0	0.0	118.6	0.0	0.0	0.0	393.8
Subtotal	0.0	33.2	1.8	152.1	0.0	93.1	40.0	0.0	0.0	118.6	0.0	1.3	0.0	440.1
Specific Plan	0.0	157.2	0.0	0.0	0.0	27.7	0.0	3,638.0	0.0	19.1	0.0	249.4	81.7	4,173.1
Urban Conservation	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Subtotal	0.0	157.2	0.0	0.0	0.0	27.7	0.3	3,638.0	0.0	19.1	0.0	249.4	81.7	4,173.4
Public Institutional	16.6	284.8	68.2	48.9	14.7	2.6	0.0	0.0	202.6	0.0	21.4	40.8	0.0	700.6
Open Space	0.0	276.5	0.0	0.0	0.0	0.0	0.0	0.0	1,005.3	0.0	0.0	0.0	0.0	1,281.8
Subtotal	16.6	561.3	68.2	48.9	14.7	2.6	0.0	0.0	1,207.9	0.0	21.4	40.8	0.0	1,982.4
TOTAL	2,004.2	2,569.6	556.0	1,791.4	825.1	356.6	40.3	3,638.0	1,890.8	320.4	915.0	2,728.7	417.4	18,053.5

TABLE 7
SPECIFIC PLAN LAND USES AND APPROXIMATE ACREAGES

Specific Plan	Land Use	Residential	Commercial	Industrial	Other	Total
Brentwood						
	Low	25.6	--	--	--	
	Low Medium	128.0	--	--	--	
	Medium	177.0	--	--	--	
	Medium-High	100.0	--	--	--	
	High	22.2	--	--	--	
	Commercial	--	44.0	--	--	
	School Site	--	--	--	6.1	
	Open Space/Easement	--	--	--	87.1	
	Arterials	--	--	--	51.8	
	Subtotal	452.8	44.0	0.0	145.0	641.8
Foxfire Ranch						
	Very Low	7.5	--	--	--	
	Low	33.7	--	--	--	
	Medium-Low	60.7	--	--	--	
	Medium	91.0	--	--	--	
	Commercial	--	6.0	--	--	
	High School	--	--	--	10.0	
	Major Roads	--	--	--	15.9	
	LADWP Easement	--	--	--	47.5	
	Subtotal	192.9	6.0	0.0	73.4	272.3
Mesa Verde (Eagle Ranch)						
	Low	212.6	-	--	--	
	Medium	274.8	--	--	--	
	High	16.4	--	--	--	
	Elementary School Site	--	--	--	8.2	
	Commercial/Office	--	48.5	--	--	
	Industrial	--	--	21.5	--	
	Park/Village Open Space	--	--	--	23.7	
	Major Roads	--	--	--	46.9	
	Subtotal	503.8	48.5	21.5	78.8	652.6
Midtown						
	Community Commercial	--	62.0	--	--	
	Office Business Park	--	46.2	--	--	
	Subtotal	0.0	108.2	0.0	0.0	108.2

City of Victorville General Plan - Land Use Element

Specific Plan	Land Use	Residential	Commercial	Industrial	Other	Total
Old Town						
	Storefront Commercial	--	63.6	--	--	
	Service Commercial	--	74.5	--	--	
	Residential Apartment	19.7	--	--	--	
	Residential Single Family	51.8	--	--	--	
	Subtotal	71.5	138.1	0.0	0.0	209.6
Rancho Tierra						
	Estate	6.7	--	--	--	
	Very Low SFD	66.3	--	--	--	
	Low SFD	56.4	--	--	--	
	Medium-Low SFD	42.7	--	--	--	
	High (Rental)	13.7	--	--	--	
	Neighborhood Commercial	--	12.0	--	--	
	Office Business Park	--	15.0	--	--	
	Light Industrial Park	--	--	25.9	--	
	Park	--	--	--	5.5	
	Roadways	--	--	--	35.0	
	LADWP & Drainage easements	--	--	--	34.8	
	Subtotal	185.8	27.0	25.9	75.3	314.0
Southdown						
	Exclusive Industrial	--	--	50.0	--	
	General Industrial	--	--	510.0 ¹	--	
	General Commercial	--	40.0	--	--	
	Service Commercial	--	--	--	--	
	Utility Easements	--	--	--	24.0	
	Treatment Plant	--	--	--	26.0	
	Railroads	--	--	--	45.0	
	Fire Station	--	--	--	1.0	
	Roadways	--	--	--	113.0	
	Subtotal	0.0	40.0	560.0	209.0	809.0

¹ Includes 65 acres of commercial overlay (General Commercial and Service Commercial).

City of Victorville General Plan - Land Use Element

Specific Plan	Land Use	Residential	Commercial	Industrial	Other	Total
Southern California Logistics Airport						
	Airport and Support Facilities	--	--	2,050.0	--	
	Business Park	--	277.0		--	
	Commercial	--	203.0	--	--	
	Service Commercial and Limited Industrial	--	--	--	28.0	
	Industrial Transitional			140.0		
	Industrial	--	--	1,522 ²²	--	
	Open Space	--	--	--	275.0	
	Public/Open Space	--	--	--	855.0	
	Subtotal	0.0	480.0	3,712.0	1,158.0	5,350.0
Talon Ranch						
	Low	18.2	--	--	--	
	Medium-Low	40.0	--	--	--	
	Medium	75.7	--	--	--	
	Commercial	--	10.5	--	--	
	SCE Easement	--	--	--	26.3	
	Subtotal	133.9	10.5	0.0	26.3	170.7
Vista Verde						
	Very Low Residential	68.4	--	--	--	
	Low Residential	117.5	--	--	--	
	Medium-Low Residential	175.1	--	--	--	
	Medium Residential	98.4 ³	--	--	--	
	Commercial	--	10.2	--	--	
	Highway Commercial	--	12.0	--	--	
	Office/Administrative (with Very Low Residential Overlay)	--	14.0	--	--	
	Joint Park & Elementary School Site (with Medium Residential Overlay)	--	--	--	23.4	
	Subtotal	459.4	36.2	0.0	23.4	519
	TOTAL	2,000.1	928.5	4,332.4	1,786.2	9,047.2

² Includes approximately 75 acres of Commercial Overlay.

³ Includes approximately 8 acres of Highway Commercial Overlay.

Baldy Mesa Planning Area

The Baldy Mesa Planning Area, which has been historically identified as Baldy Mesa, is located west of U.S. Highway 395 and south of Palmdale Road (refer to Figure 3). Approximately one-half of this planning area has been annexed into the city. The first annexation occurred in 1990 and the latest annexation, in 1992.

This planning area is approximately nineteen and one-half square miles and is comprised of the following land use classifications: residential - eighty-seven percent; commercial - eight percent; and other - five percent (refer to Table 5). Currently, the planning area is sparsely developed with the majority of the existing development as scattered site single family residential.

Vista Verde Specific Plan

The Vista Verde Specific Plan area is located within the Baldy Mesa Planning east of U.S. Highway 395 and north of La Mesa Road. The area covered by this plan is approximately 520 acres. This plan calls for a multiple use community in which the predominant land use is residential. The specific plan calls for the ultimate development of 2,530 residential dwelling units. Other land uses include commercial, a community park and an elementary school (refer to Table 7).

The area covered by the specific plan remains undeveloped.

Central City Planning Area

The Central City Planning Area is located east of Interstate 15, north of Yates Road/Greentree Boulevard, west of the Atchison, Topeka and Santa Fe railroad line and south of the Mojave River (refer to Figure 4). The majority of this planning area was included in the city's incorporation in 1962. The latest annexation occurred in 1992. There are several neighborhood identifications known within this planning area which includes Old Town, Tatum, Greentree, and Greentree East.

The Central City Planning Area is approximately six and one-half square miles and is comprised of the following land uses: residential - sixty percent; commercial - thirteen percent, industrial - two percent; and other - twenty-five percent (refer to Table 5). Currently, about one-half of the residential acreage has been developed with a large proportion of the development having occurred in single family residential subdivisions particularly in the vicinity of Mojave and La Paz Drives, the golf course and the and the Greentree East area. Commercial development has concentrated along Seventh Street. Medical offices, as well as a hospital, are located within this area.

The Central City Planning Area includes all of the area within the Old Town Community Plan Element and most of the older portions of the city that developed in the vicinity of the railroad station and the portion of "Route 66" that was ultimately replaced by Interstate 15. The Old Town area follows a grid-iron development pattern common during Victorville's formative years when it was known as the Town of Victor. In the 1960s and 1970s development extended to the east and south. Development was prevented from extending eastward and northward due to limitations related to topography and flooding from the Mojave River. The planning area includes

all of the original downtown business district, most of the commercial development along the 7th Street corridor, and a large area of residential development.

Several significant environmental factors constrain development within the planning area, the foremost being the potential for flooding from the Mojave River and topography. The land use policy, as it applies to the Central City Planning Area, recognizes the potential development constraints by designating those areas immediately adjacent to the Mojave River as Open Space.

Land use policy proposed for the Central City Planning Area does not call for any significant alternatives of land use over that which presently exists. Commercial land use will continue to be permitted along 7th Street and Highway 18. Higher density residential development will be permitted in the vicinity of Old Town at densities corresponding to the R-2, R-3 and R-4 zone districts. The lower densities in the remaining single-family neighborhoods will be preserved under the Low Density Residential designation.

Hook Boulevard/I-15 Interchange Redevelopment Project Area

A portion of this planning area is within the Redevelopment Project Area established in 1985 originally for the Hook Boulevard/I-15 Freeway Interchange. The land uses proposed for the Redevelopment Project Area are consistent with the applicable land use designations contained in the Land Use Element.

Initiative Zoning

The southeast portion of this planning area was subject to a voter initiative concerned with reducing the permitted development densities through a change in permitted zoning. The voter initiative area was established November 29, 1985, which prohibits changes in zoning and land use designations unless approved by popular vote. The land use policy and land use designations reflect the community's desires which correspond with the zoning that resulting from the initiative.

Old Town Specific Plan

The Old Town Specific Plan area is located within the Central City Planning area west of Highway 18 and southeast of Interstate 15. The area covered by the plan is approximately 210 acres. This plan includes residential, commercial, and mixed-use land uses and its intent is to revitalize this area of Victorville (refer to Table 7).

The portion of this planning area regulated by the Old Town Specific Plan contains two commercial and two residential land use categories. The commercial category along Seventh Street accommodates pedestrian-oriented development, as well as allows for mixed use developments consisting of residential units located above commercial uses at a density not to exceed fourteen dwelling units per acre. The commercial corridor along Highway 18 will continue to function as an important inter-city transportation route. Therefore, the corridor provides commercial uses to accommodate the traveler and motorist. Portions of the residential areas are designated for apartments with a maximum density of twenty-four (24) units per acre. The remaining residential areas would allow for single family residential units at a maximum density of five units per acre. The Old Town Community Plan Element, in combination with the Old Town Specific Plan, provides guidelines for the future development of land uses in the affected portions of the Central City Planning Area.

Civic Center Planning Area

The Civic Center Planning Area is generally located north of Palmdale Road, south of Mojave Drive, east of El Evado Road, and west of Interstate 15. A small portion of this planning area is located south of Palmdale Road, east of Amargosa Road, and west of Interstate 15 (refer to Figure 5). Approximately one-half of the planning area was included in the city's incorporation in 1962. The latest annexation occurred in 1985.

The Civic Center Planning Area is approximately two and one-half square miles and is comprised of the following land uses: residential - fifty-four percent; commercial - thirty-five percent; industrial - three percent; and other - eight percent (refer to Table 5). Existing single family residential subdivisions are generally located in the northwest quadrant of the planning area. Multiple family development exists in the vicinity of Seneca Road, west of Amargosa Road. Commercial development, including retail, service related commercial, and entertainment, is generally located along Palmdale and Amargosa Roads. Several automobile dealerships are located within the planning area. Further, this area serves as the governmental core of Victorville as local, county, state and federal offices are located herein, generally in the vicinity of Civic Drive. Several professional offices are also located in the vicinity of Civic Drive.

Initiative Zoning

The northern portion of this planning area was subject to a voter initiative concerned with reducing the permitted development densities through a change in permitted zoning. The voter initiative area was established November 29, 1985, which prohibits changes in zoning and land use designations unless approved by popular vote. Subsequently, January 19, 1987, a portion of the initiative area south of Mojave Drive and east of Amargosa Road was redesignated by popular vote. The existing land use policy and land use designations reflect the community's desires which correspond with the zoning that resulting from the initiatives.

Hook Boulevard/I-15 Interchange Redevelopment Project Area

A portion of this planning area is included within a redevelopment project area, established in 1985, located east of Amargosa Road, between Mojave Drive and Seneca Road. The land use designations within this area are consistent with the general plan land use policy.

Midtown Specific Plan

The Midtown Specific Plan is located within the Civic Center Planning Area south of Roy Rogers Drive and east of Amargosa Road. The specific plan area is approximately 108 acres. The area covered by the specific plan calls for various commercial land uses (refer to Table 7).

The area covered by the specific plan remains undeveloped.

East Bear Valley Planning Area

The East Bear Valley Planning Area is located north of Bear Valley Road, south of Yates Road/Greentree Boulevard, east of Interstate 15, and west of Ridgecrest Road (refer to Figure 6). Annexation in this area first occurred in 1969. The latest annexation occurred in 1989. Approximately five percent of this planning area remains unincorporated.

The East Bear Valley Planning Area is approximately six and three-quarter square miles and is comprised of the following land uses: residential - sixty percent; commercial - twenty-six percent; industrial - fourteen percent; and other one percent (refer to Table 5). Approximately fifty percent (50%) of the residentially designated land has been developed with a large proportion of the development occurring as scattered site infill residential in the southwestern and northeastern portions of this planning area. Several single family residences have been constructed within tract housing. However, a large number of vacant lots still remains to be developed. Commercial development is generally located along Bear Valley Road, Hesperia Road, and the southern portion of Mariposa Road. The commercial development includes retail, service sector, and entertainment. Medical offices and a hospital are also located within this planning area.

Bear Valley Redevelopment Project Area

A substantial portion of the planning area is located within the boundaries of the Bear Valley Road Redevelopment Project Area established in 1981. The project area encompasses all of the southeastern portion of the planning area and includes a wide range of land uses. The Land Use map and the goals and policies of the Land Use Element reflect the land uses designated in the Redevelopment Plan.

Golden Triangle Planning Area

The Golden Triangle Planning Area, which has been historically identified as the Golden Triangle, is located north of the California Aqueduct, south of Bear Valley Road, east of US Highway 395 and west of Interstate 15 (refer to Figure 7). The majority of this planning area was annexed into the city in 1992. A small area in the northeast corner was annexed in 1986.

The Golden Triangle Planning Area is approximately five square miles and is comprised of the following land uses: residential - seventy-one percent; commercial - twenty-eight percent; industrial - one percent; and other - less than one percent (refer to Table 5). In general this planning area is sparsely developed. Single family residential development has occurred within two subdivision in the northern portion of the planning area as well as scattered site. A significant amount of commercially designated property occurs along Mariposa Road, Bear Valley Road, and U.S. Highway 395 but remains generally undeveloped.

North Mojave Planning Area

The North Mojave Planning Area is generally located northeast of National Trails Highway and northwest of Interstate 15. A portion of this planning area extends southeast of Interstate 15 and northeast of the Mojave River (refer to Figure 8). The majority of this area was annexed into the

city in 1972. The latest annexation occurred in 1993. Approximately sixteen percent of this planning area remains unincorporated.

The North Mojave Planning Area is approximately nine square miles and is comprised of the following land uses: residential - thirty-nine percent; commercial - nine percent; industrial - thirty percent, and other - twenty-two percent (refer to Table 5). The predominant land use in the future will be industrial since thirty-one percent (31%) of the land area is designated as such and the Southwestern Industrial Park Specific Plan which accounts for approximately thirteen percent (13%) of the land area in this planning area is generally planned for industrial use. The industrial land is generally located north of National Trails Highway in the central portion of this planning area. Commercially designated land is adjacent to Interstate 15 and residential land in the northwest area. Currently, this planning area is sparsely developed. Limited industrial activities occur in the vicinity of National Trails Highway; commercial uses such as restaurants, hotels, and service stations at the Stoddard Wells Road freeway interchange; and residential in the vicinity of Dante Road.

Southdown Industrial Park Specific Plan

The Southdown Industrial Park Specific Plan is located within the North Mojave Planning Area generally north of the Mojave River and east of Stoddard Wells Road. The area covered by the plan is approximately 809 acres. The primary land use allowed is industrial. Limited commercial is also allowed (refer to Table 7).

Quartzite Planning Area

The Quartzite Planning Area is located in the northeasternmost sphere of influence west of and abutting Interstate 15 (refer to Figure 9). The entire planning area is located outside of the city limits and is regulated by San Bernardino County.

The Quartzite Planning Area is approximately five and three-quarter square miles and is comprised of the following land use classifications: residential (Urban Conservation) - ninety-four percent; commercial - one percent; and industrial - five percent (refer to Table 5). The Urban Conservation land use designation, which allows for residential development, was used in this area in order to preserve the area for future urban land uses. As portions of this planning area are incorporated, or more intense uses occur, the city will re-evaluate this land use designation. However, should the unincorporated areas designated as Urban Conservation retain such designation after annexation, the underlying zoning would be R-1 (Single Family Residential) with reduced densities, consistent with the existing county densities which range from one dwelling unit per two and one-half acres to a maximum of one dwelling unit per forty acres. The Heavy Industrial land use designation has been used where the existing Victorville landfill and its potential expansion are located. Commercial has been used at the freeway intersection. Currently, this planning area is generally vacant except for the Victorville landfill, which is located in the southernmost section.

Southern California Logistics Airport Planning Area

The Southern California Logistics Airport Planning Area is located in the northwesternmost portion of the city, north of Rancho Road and generally west of the logical extension of El Evado Road (refer to Figure 10). A substantial portion of this planning area includes the deactivated George Air Force Base which was annexed into the city in 1992.

This planning area is approximately fourteen square miles and is comprised of the following land use classifications: residential - forty-one percent; and other - fifty-nine percent (refer to Table 5). The predominant land use designation within this planning area is Specific Plan (80%), in which the former air base is designated. This specific plan designation is designed to accommodate airport and aviation uses as well as industrial and commercial land uses. Residentially designated land exists north of and east of the former air base.

Currently, the major development has occurred on the former air base, although a large proportion of the structures are vacant. These structures, which are available for lease, have the potential to be utilized for a wide variety of commercial, industrial, and aviation-related uses. Scattered site residential exists in the vicinity of the Mojave River.

Southern California Logistics Airport Specific Plan

The Southern California Logistics Airport Specific Plan is located within the former George Air Force Base. The area covered by the plan is approximately 5,350 acres. The intent of the plan to provide for the development of a commercial airport which accommodates aviation and aviation-related facilities, as well as compatible industrial, commercial, and recreational uses (refer to Table 7).

Spring Valley Lake Planning Area

The Spring Valley Lake Planning Area is located north of Bear Valley Road, south of and west of the Mojave River, and east of Ridgecrest Road and the Atchison, Topeka, and Santa Fe railroad line (refer to Figure 11). Only the southernmost portion of this planning area is located within city limits. The incorporated territory was annexed into the city in 1991.

This planning area is approximately four square miles and is comprised of the following land use classifications: residential - thirty-three percent; commercial - four percent; and other - sixty-three percent (refer to Table 5). Residential land uses are located surrounding the lake, golf course, and adjacent to the Mojave River Flood Plain. Commercial property is located along Bear Valley Road, and also at Spring Valley Parkway and Country Club Lane. A significant amount of this area is designated as Open Space, which includes the golf course, lake, and flood plain of the Mojave River. In addition, the northern third of this planning area is within the boundaries of the Mojave Narrows Regional Park. This recreation facility is operated by San Bernardino County and is also designated as Open Space.

The southern two-thirds of this planning area is nearly completely developed within the Spring Valley Lake residential subdivision, which accounts for most of the area's development. The existing land uses within the unincorporated portion of this planning area are consistent with the

existing land uses within the unincorporated portion of this planning area are consistent with the General Plan. Victor Valley College, as well as a limited amount of commercial development is located within the city limits.

Turner Heights Planning Area

The Turner Heights Planning Area is located north of Rancho Road, south of the northern Sphere of Influence boundary, east of National Trails Highway, and west of Shay Road (refer to Figure 12). Part of this planning area was included in the original incorporation of the city in 1962. The latest annexation occurred in 1993. A small area in the northeast remains unincorporated.

This planning area is approximately two and three-quarter square miles and is comprised of the following land use classifications: residential - forty-one percent; commercial - eight percent; industrial - thirty-eight percent, and other - thirteen percent (refer to Table 5).

The predominant land use designation called for in the planning area is Rural Residential which is generally located in the northwest quadrant. Light and Heavy Industrial follow and are located in the southern portion of the planning area. The existing development is comprised of heavy industrial uses such as cement uses and an asphalt batch plant. Scattered site residential as well as limited residential subdivision development exist in the southern area.

Southdown Industrial Park Specific Plan

A small portion of the Southdown Industrial Park Specific Plan is located within the southeastern portion of the Turner Heights Planning Area.

Village Planning Area

The Village Planning Area is located north of Mojave Drive, south of Rancho Road, east of El Evado Road, and west of Interstate 15 and National Trails Highway (refer to Figure 13). Approximately one-half of this planning area was included in the city's original incorporation in 1962. The latest annexation occurred in 1973. The primary residential neighborhoods within this planning area include the Village and Golden Mesa.

This planning area is approximately four and one-half square miles and is comprised of the following land use classifications: residential - ninety-four percent; commercial - five percent; and industrial - one percent (refer to Table 5).

The existing development in the area is predominantly single family residential although some multiple family residential exists in the vicinities of Mojave Drive and along Village Drive, near Vasquez Avenue. The existing commercial development is concentrated along Village Drive, near Mojave Drive.

Initiative Zoning

The southern portion of this planning area was subject to a voter initiative concerned with reducing the permitted development densities through a change in permitted zoning. The voter

initiative area was established November 29, 1985, which prohibits changes in zoning and land use designations unless approved by popular vote. The land use policy and land use designations reflect the community's desires which correspond with the zoning that resulting from the initiative.

West Bear Valley Planning Area

The West Bear Valley Planning Area is located north of Bear Valley Road, south of Palmdale Road, east of U.S. Highway 395, and west of Interstate 15 and Amargosa Road (refer to Figure 14). Annexation of this area first took place in 1981 with the latest annexation occurring in 1990. The northeastern portion of this planning area includes a large, sparsely developed, unincorporated subdivision referred to as Mountain View Acres.

This planning area is approximately nine and one-quarter square miles and is comprised of the following land use classifications: residential - sixty-five percent; commercial - fifteen percent; and other - twenty percent (refer to Table 5).

Substantial residential growth has occurred within this planning area over the last ten years which includes development in Liberty Village, Eagle Ranch and Foxfire Ranch. Additional single family residential subdivisions in the southern portions of this planning area have also experienced significant growth. Commercial development has been focused along Bear Valley Road and Amargosa Road.

Foxfire Ranch Specific Plan

The Foxfire Ranch Specific Plan is located within the West Bear Valley Planning Area south of Palmdale Road, north of Luna Road and west of San Martin Road. The area covered by this plan is approximately 272 acres. A variety of residential and commercial land uses are allowed in this area (refer to Table 7). At build-out this area is expected to contain 1,073 residential dwelling units. A portion of the high school under construction is located within this area.

Mesa Verde Specific Plan (Eagle Ranch)

The Mesa Verde Specific Plan (Eagle Ranch) is located within the West Bear Valley Planning Area north of Bear Valley Road and east of U.S. Highway 395. The area covered by this plan is approximately 652 acres. Residential, commercial, industrial, and open space land uses are called for in this plan (refer to Table 7). At build-out this area is expected to contain 2,962 residential dwelling units.

Talon Ranch Specific Plan

The Talon Ranch Specific Plan is located within the West Bear Valley Planning Area north of Luna Road, west of Topaz Road, and east of U.S. Highway 395. The area covered by this plan is approximately 170 acres. The land uses allowed include residential and commercial (refer to Table 7). At build-out this area is expected to contain 707 residential dwelling units. Currently, this area remains undeveloped.

West City Planning Area

The West City Planning Area is located north of Palmdale Road, south of Rancho Road, east of U.S. Highway 395, and west of El Evado Road (refer to Figure 15). A small portion of this planning area is located at the southwest corner of Palmdale Road and El Evado Road. A portion of this area was first annexed into the city in 1970 with the latest annexation taking place in 1973. Approximately one-half square mile in the southern portion of this planning area, known as Mountain View Acres, remains unincorporated.

This planning area is approximately eight and one-half square miles and is comprised of the following land use classifications: residential - forty-seven percent; commercial - ten percent; industrial - twenty-six percent; and other - seventeen percent (refer to Table 5).

This planning area is sparsely developed. The most significant development has occurred within the Brentwood neighborhood as single family residential. Limited multiple family residential development exists in the vicinity of Palmdale Road and El Evado Road. Additional scattered site single family residential development exists in the unincorporated Mountain View Acres subdivision. A portion of the West City Planning Area is within a community facilities district, CFD 90-1, which is for the purpose of providing a sufficient level of infrastructure for the area.

Brentwood Specific Plan

The Brentwood Specific Plan is located in the West City Planning Area north of Seneca Road, south of Mojave Drive, east of El Evado Road, and west of Amethyst Road. The area covered by this plan is approximately 641 acres. This plan calls for residential, commercial, open space, and school site development (refer to Table 7). At build-out the area is expected to contain 3,046 residential dwelling units.

Rancho Tierra Specific Plan

The Rancho Tierra Specific Plan is located in the West City Planning Area north of Clovis Street, south of Rancho Road, east of El Evado Road, and west of Amethyst Road. The area covered by this plan is approximately 314 acres. This plan calls for residential, commercial, and industrial development (refer to Table 7). At build-out the area is expected to contain 1,416 residential dwelling units.

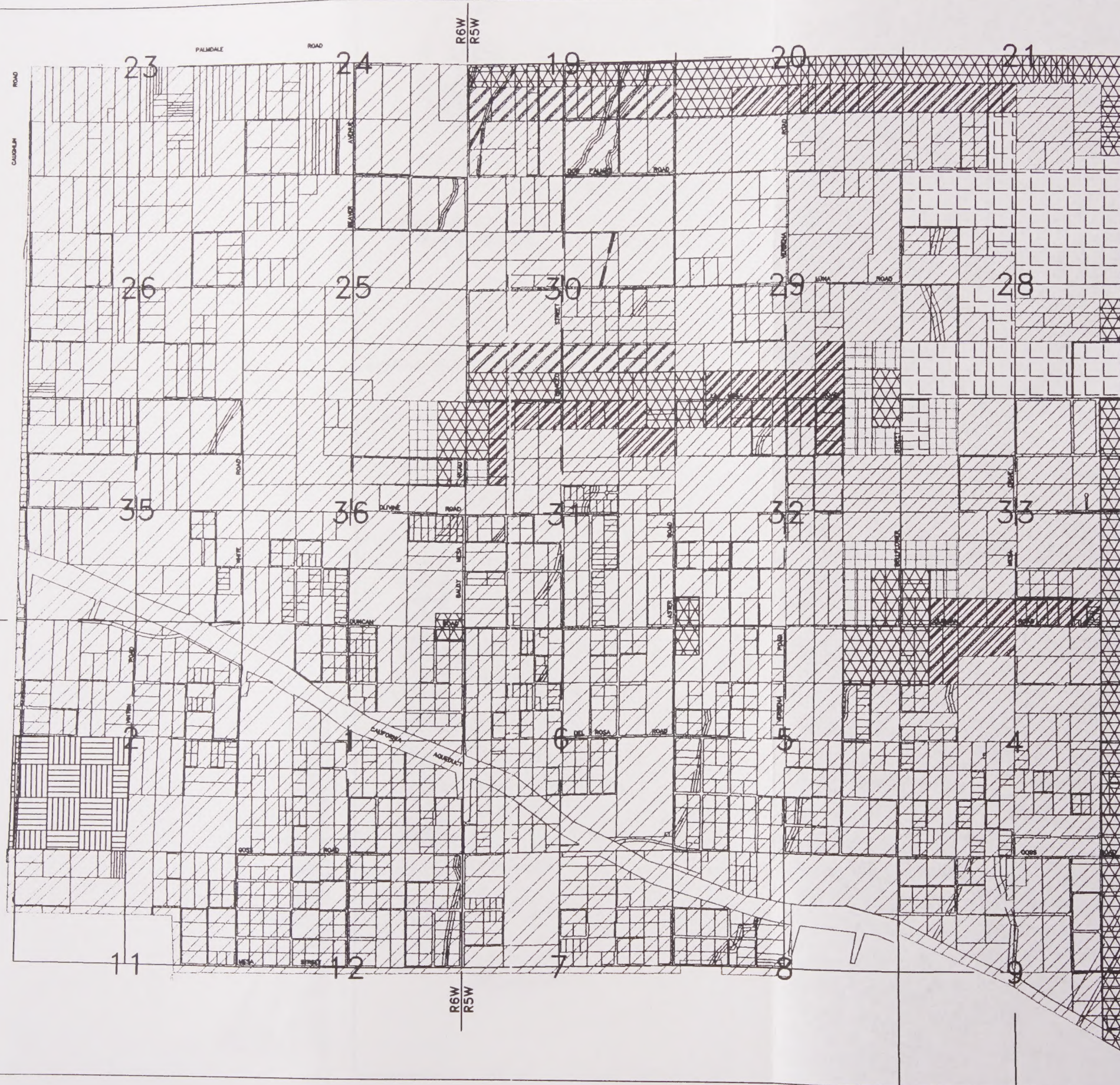


BALDY MESA PLANNING AREA

FIGURE 3

LEGEND:

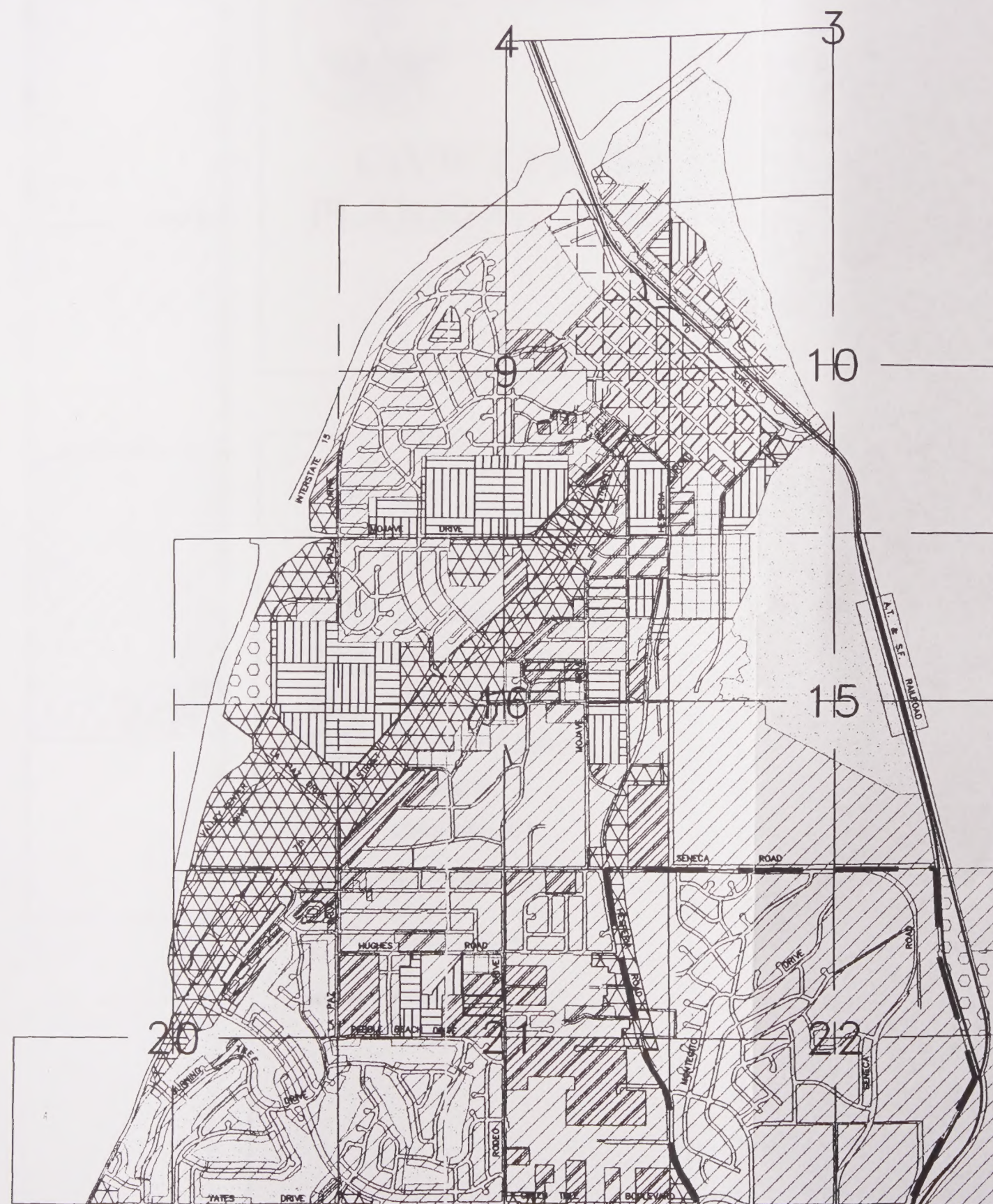
- | | |
|--|------------------------------|
| | VERY LOW DENSITY RESIDENTIAL |
| | LOW DENSITY RESIDENTIAL |
| | MEDIUM DENSITY RESIDENTIAL |
| | HIGH DENSITY RESIDENTIAL |
| | OFFICE PROFESSIONAL |
| | COMMERCIAL |
| | PUBLIC/INSTITUTIONAL |
| | SPECIFIC PLAN |





CENTRAL PLANNING AREA

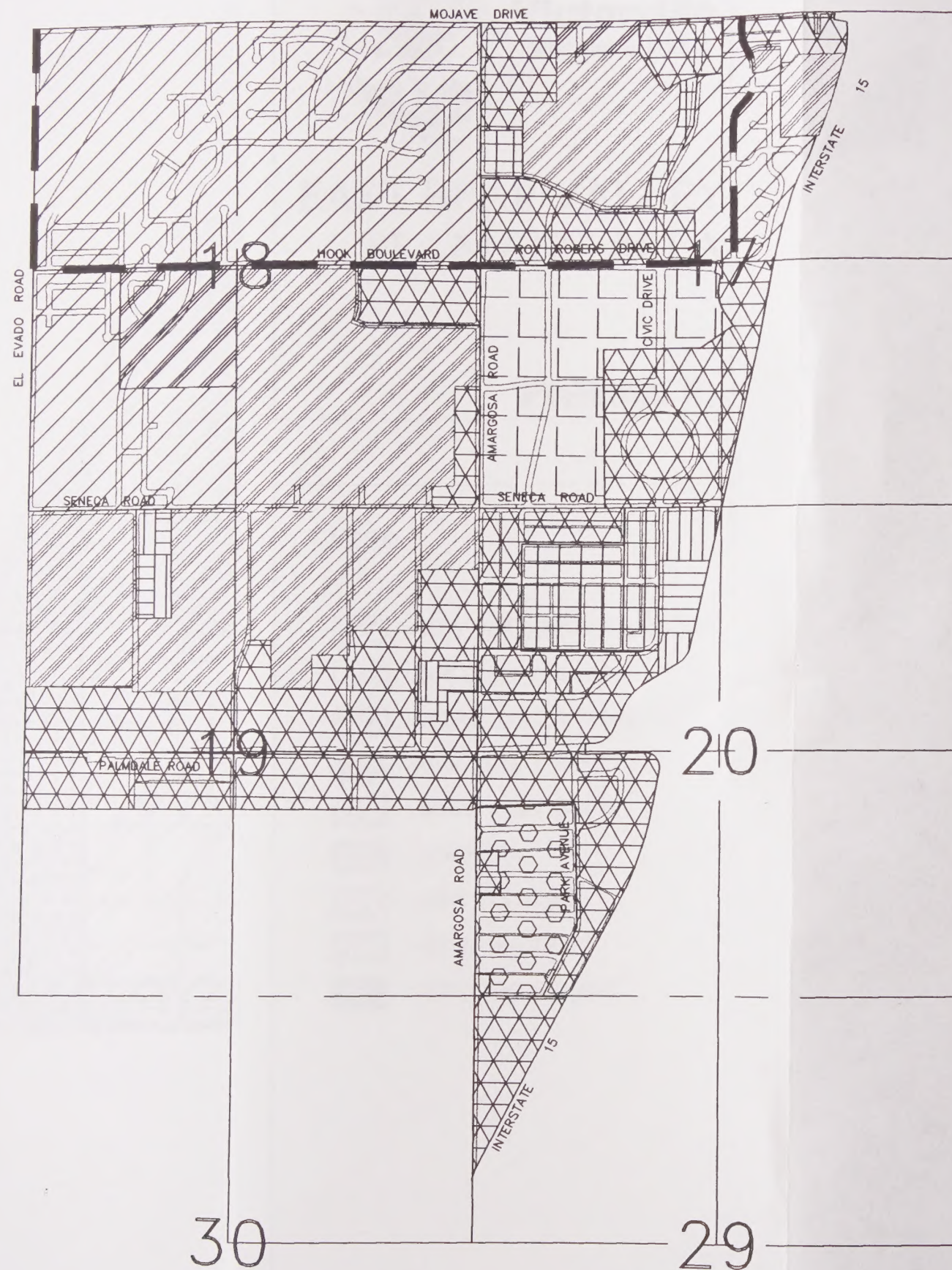
FIGURE 4



LEGEND:

-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  OFFICE PROFESSIONAL
-  COMMERCIAL
-  LIGHT INDUSTRIAL
-  HEAVY INDUSTRIAL
-  PUBLIC/INSTITUTIONAL
-  OPEN SPACE
-  SPECIFIC PLAN

INITIATIVE AREA
(Land Use Designation may be
changed only by popular vote)



Victorville General Plan

CIVIC CENTER PLANNING AREA

FIGURE 5

LEGEND:

-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  OFFICE PROFESSIONAL
-  COMMERCIAL
-  LIGHT INDUSTRIAL
-  PUBLIC/INSTITUTIONAL
-  SPECIFIC PLAN
-  INITIATIVE AREA
(Land Use Designation may be changed only by popular vote)



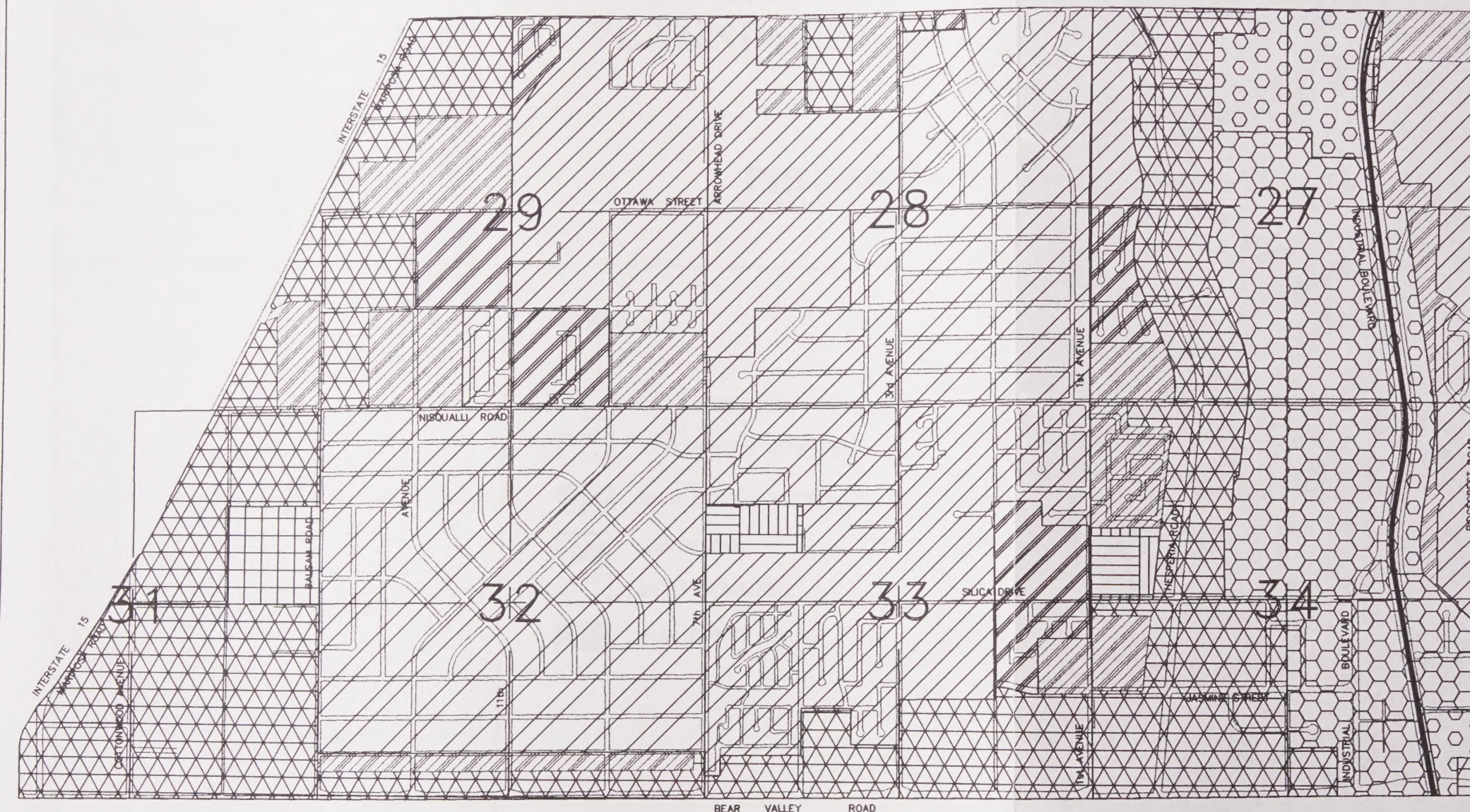
Victorville General Plan

EAST BEAR VALLEY PLANNING AREA

FIGURE 6

LEGEND:

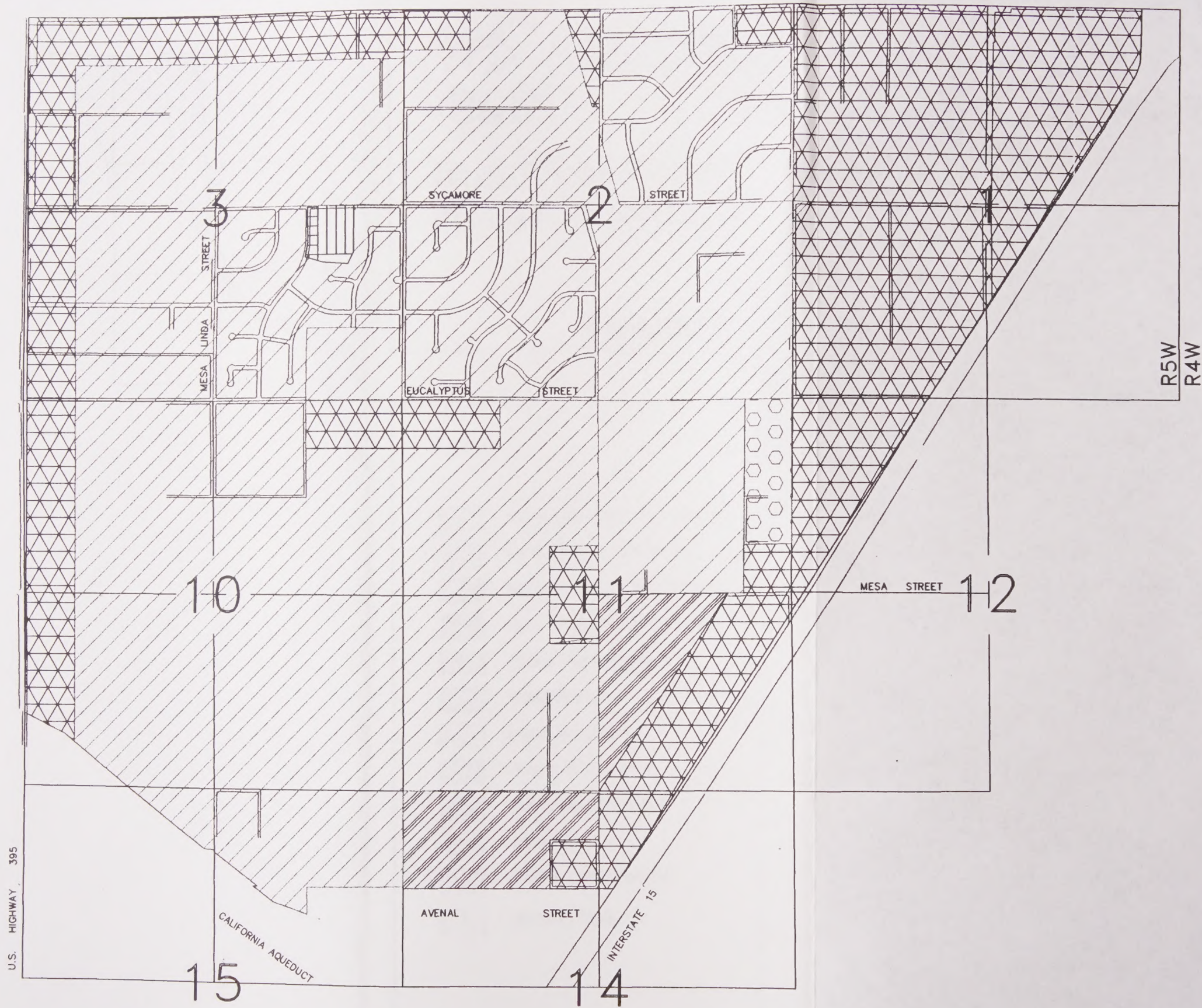
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-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  OFFICE PROFESSIONAL
-  COMMERCIAL
-  LIGHT INDUSTRIAL
-  HEAVY INDUSTRIAL
-  PUBLIC/INSTITUTIONAL





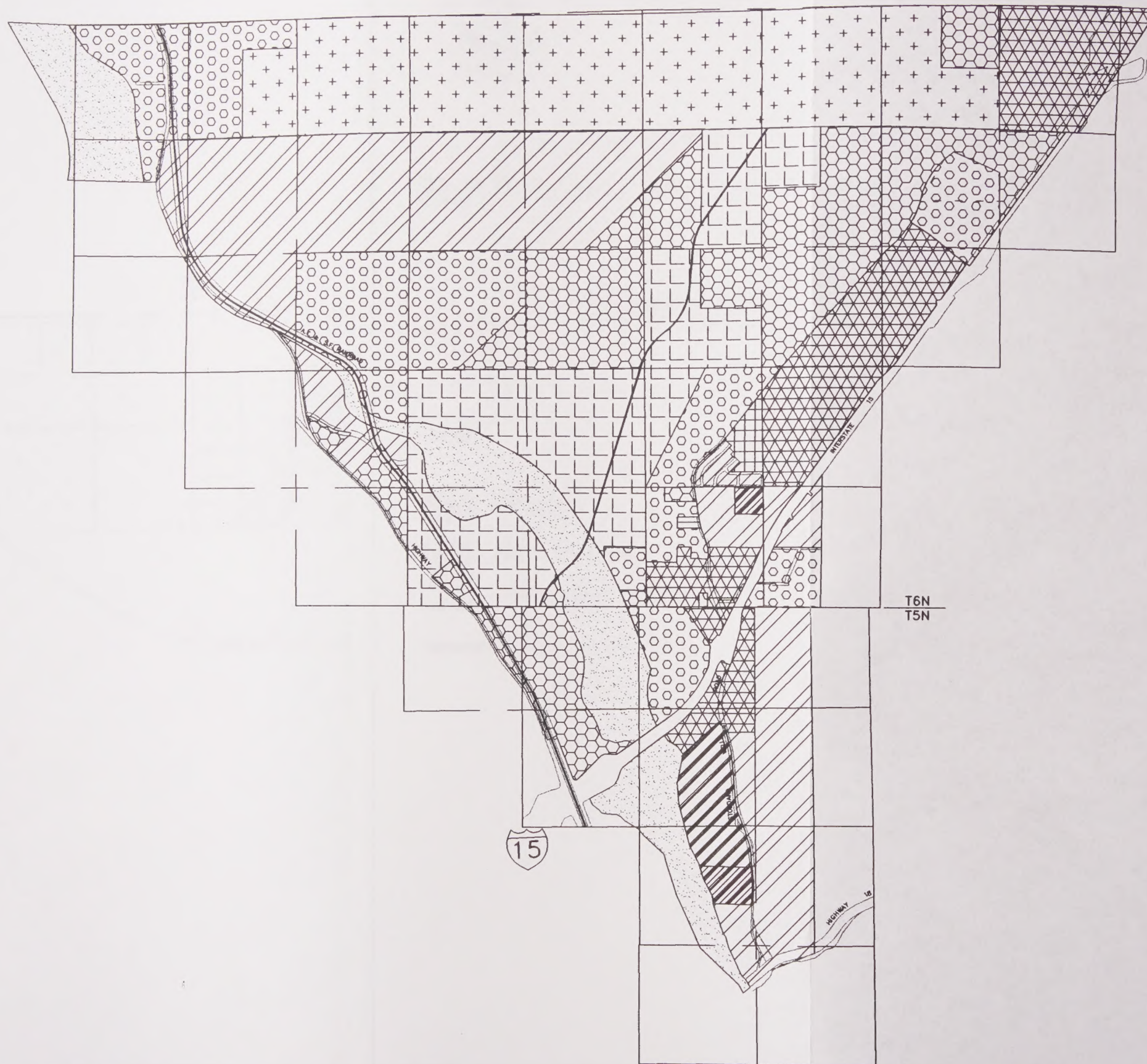
GOLDEN TRIANGLE PLANNING AREA

FIGURE 7



LEGEND:

-  VERY-LOW DENSITY RESIDENTIAL
-  LOW DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  COMMERCIAL
-  LIGHT INDUSTRIAL
-  PUBLIC/INSTITUTIONAL



Victorville General Plan

NORTH MOJAVE PLANNING AREA

FIGURE 8

LEGEND:

-  VERY LOW DENSITY RESIDENTIAL
-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  OFFICE PROFESSIONAL
-  COMMERCIAL
-  LIGHT INDUSTRIAL
-  HEAVY INDUSTRIAL
-  PUBLIC/INSTITUTIONAL
-  OPEN SPACE
-  URBAN CONSERVATION
-  SPECIFIC PLAN



QUARTZITE PLANNING AREA

FIGURE 9

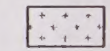
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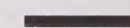
COMMERCIAL



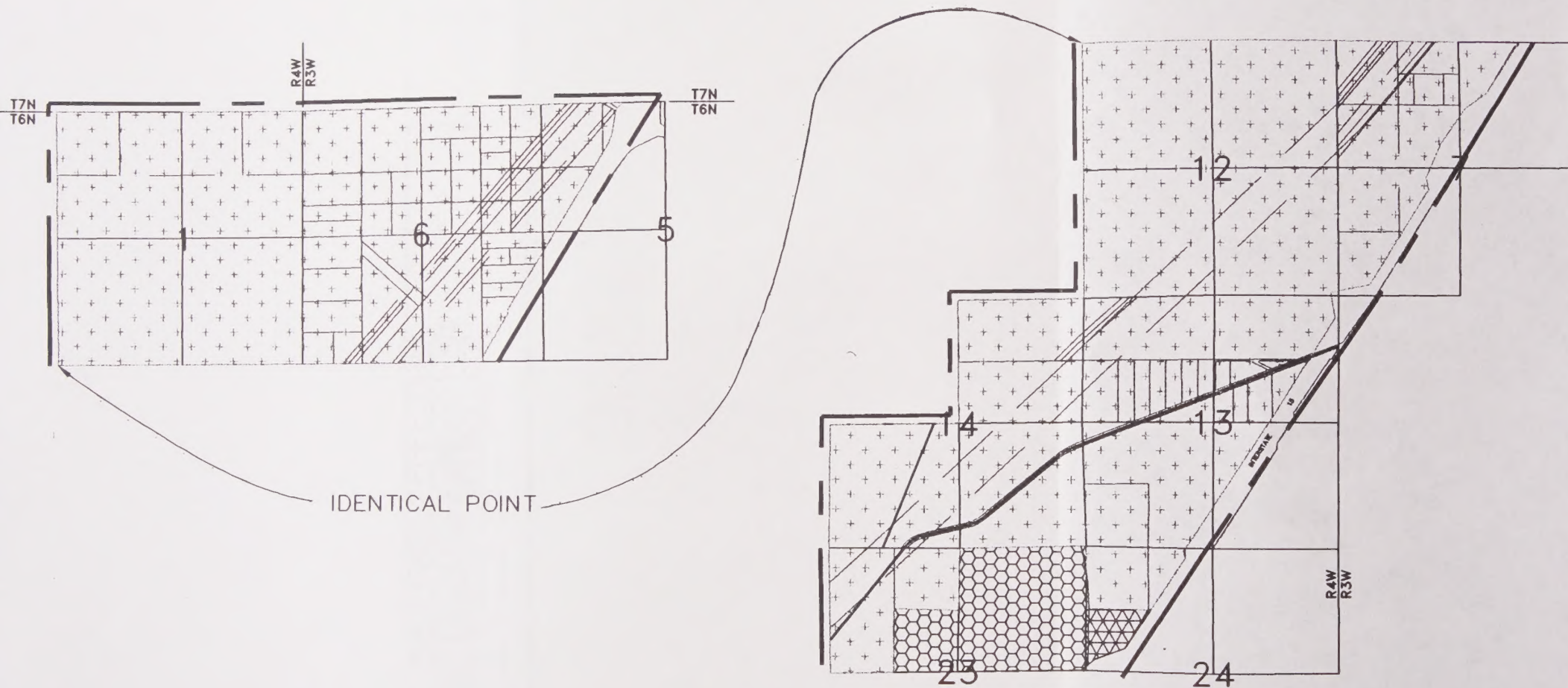
HEAVY INDUSTRIAL

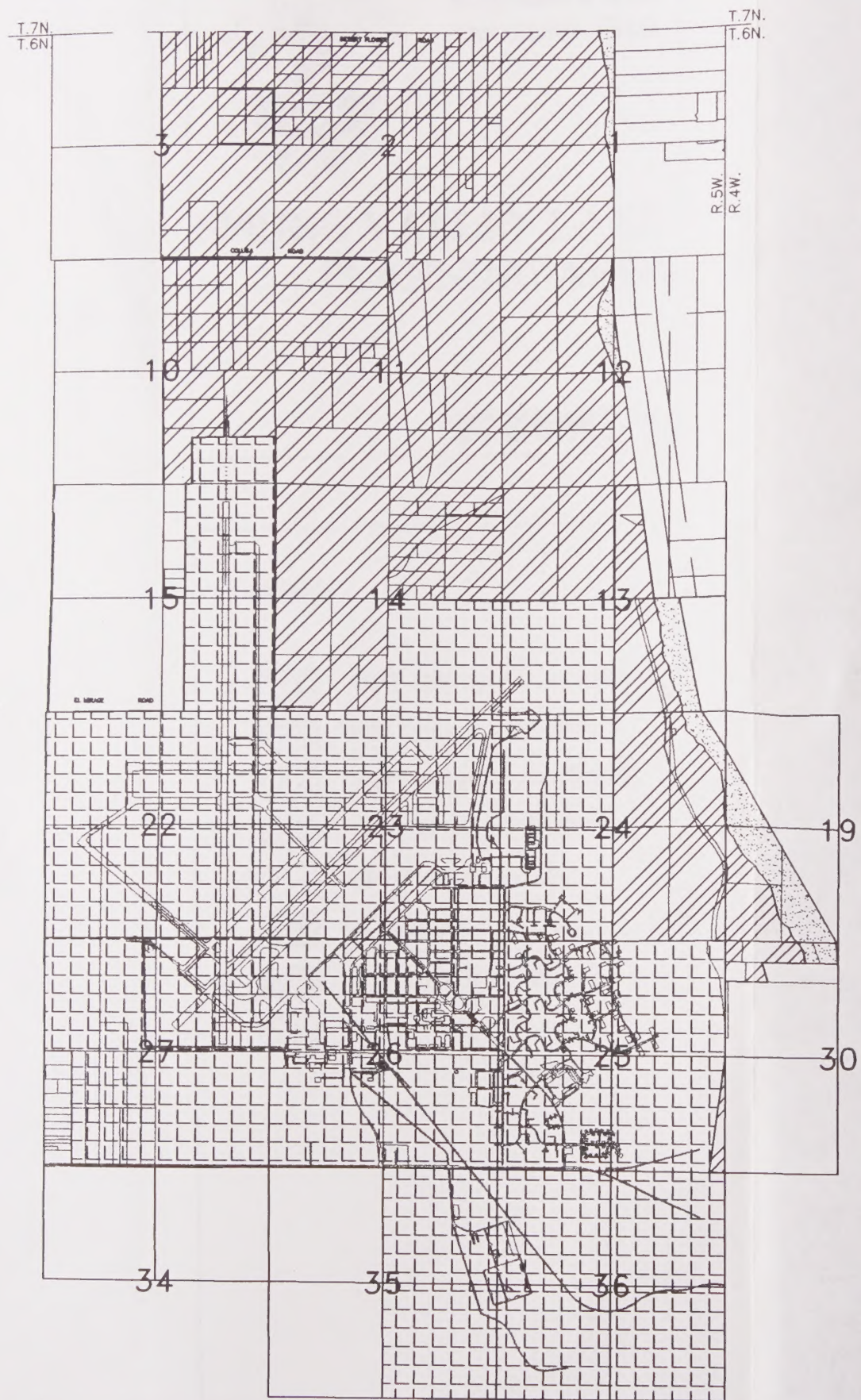


URBAN CONSERVATION



SPHERE OF INFLUENCE





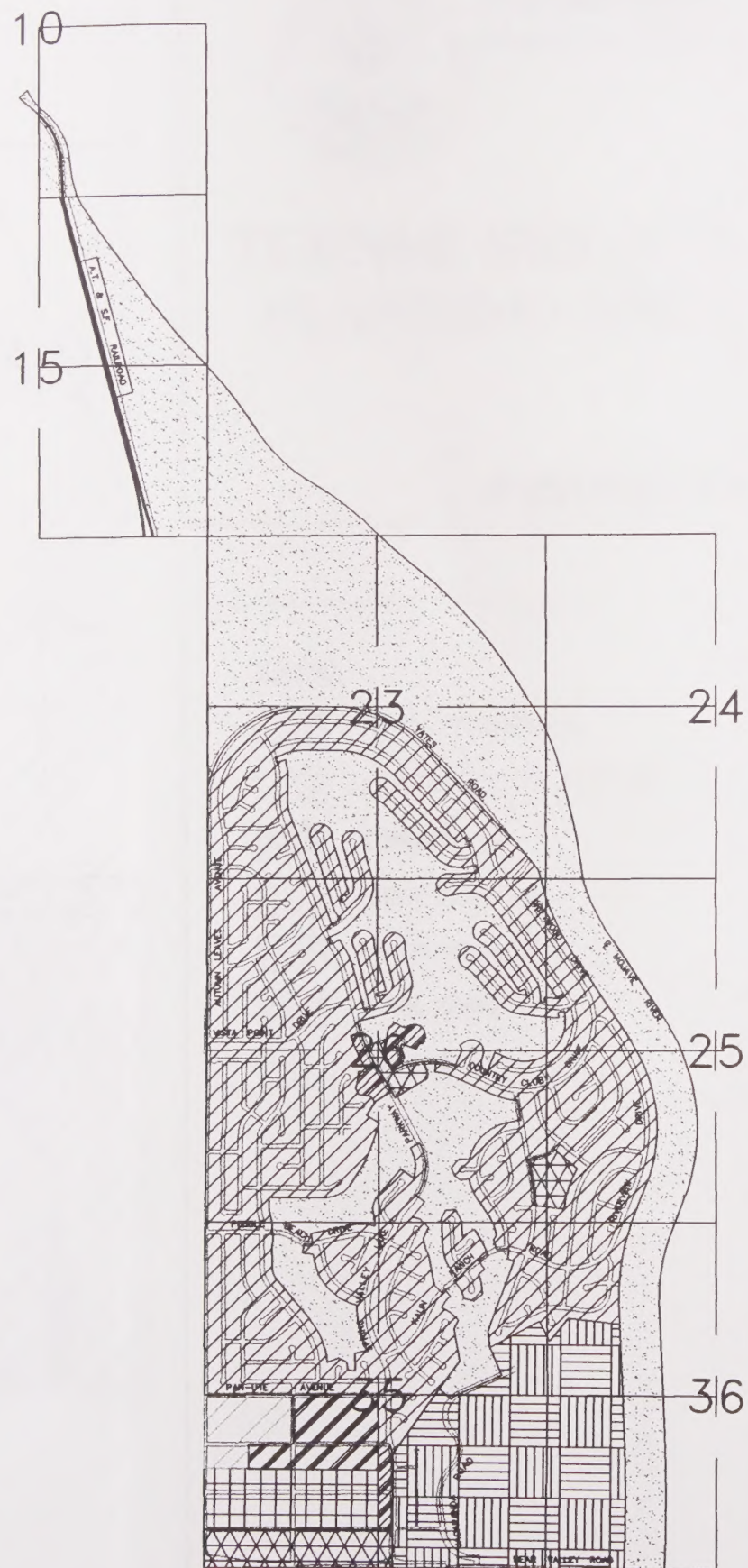
Victorville General Plan

S.C.L.A. PLANNING AREA

FIGURE 10

LEGEND:

-  RURAL RESIDENTIAL
-  VERY LOW DENSITY RESIDENTIAL
-  OPEN SPACE
-  SPECIFIC PLAN



Victorville

General Plan

SPRING VALLEY LAKE PLANNING AREA

FIGURE 11

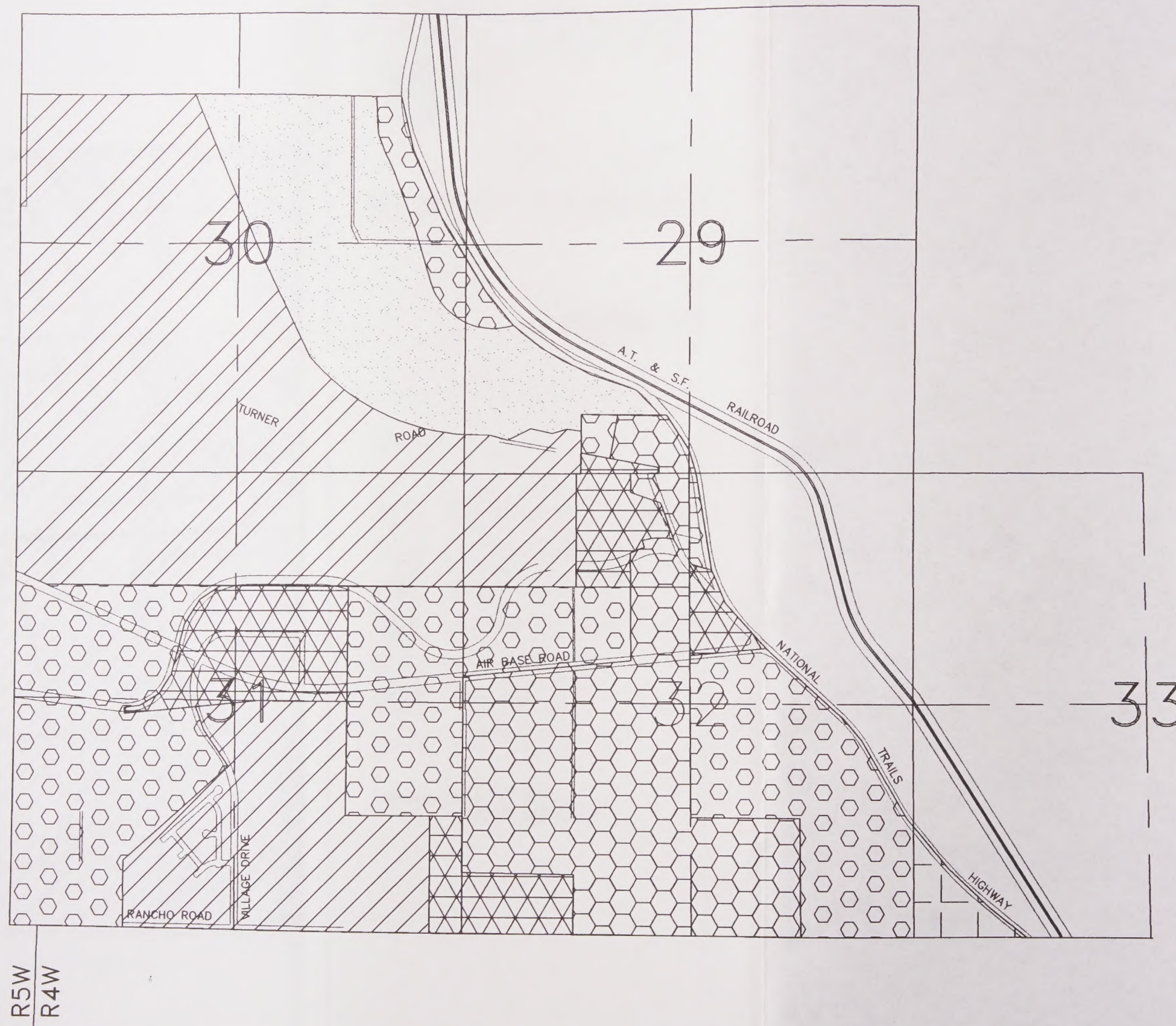
LEGEND:

-  VERY LOW DENSITY RESIDENTIAL
-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  OFFICE PROFESSIONAL
-  COMMERCIAL
-  PUBLIC/INSTITUTIONAL
-  OPEN SPACE



TURNER HEIGHTS PLANNING AREA

FIGURE 12



LEGEND:

-  RURAL RESIDENTIAL
-  LOW DENSITY RESIDENTIAL
-  COMMERCIAL
-  LIGHT INDUSTRIAL
-  HEAVY INDUSTRIAL
-  OPEN SPACE
-  SPECIFIC PLAN



Victorville General Plan

VILLAGE PLANNING AREA

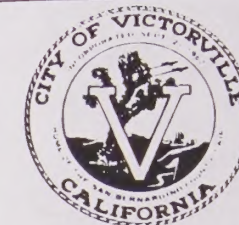
FIGURE 13



LEGEND:

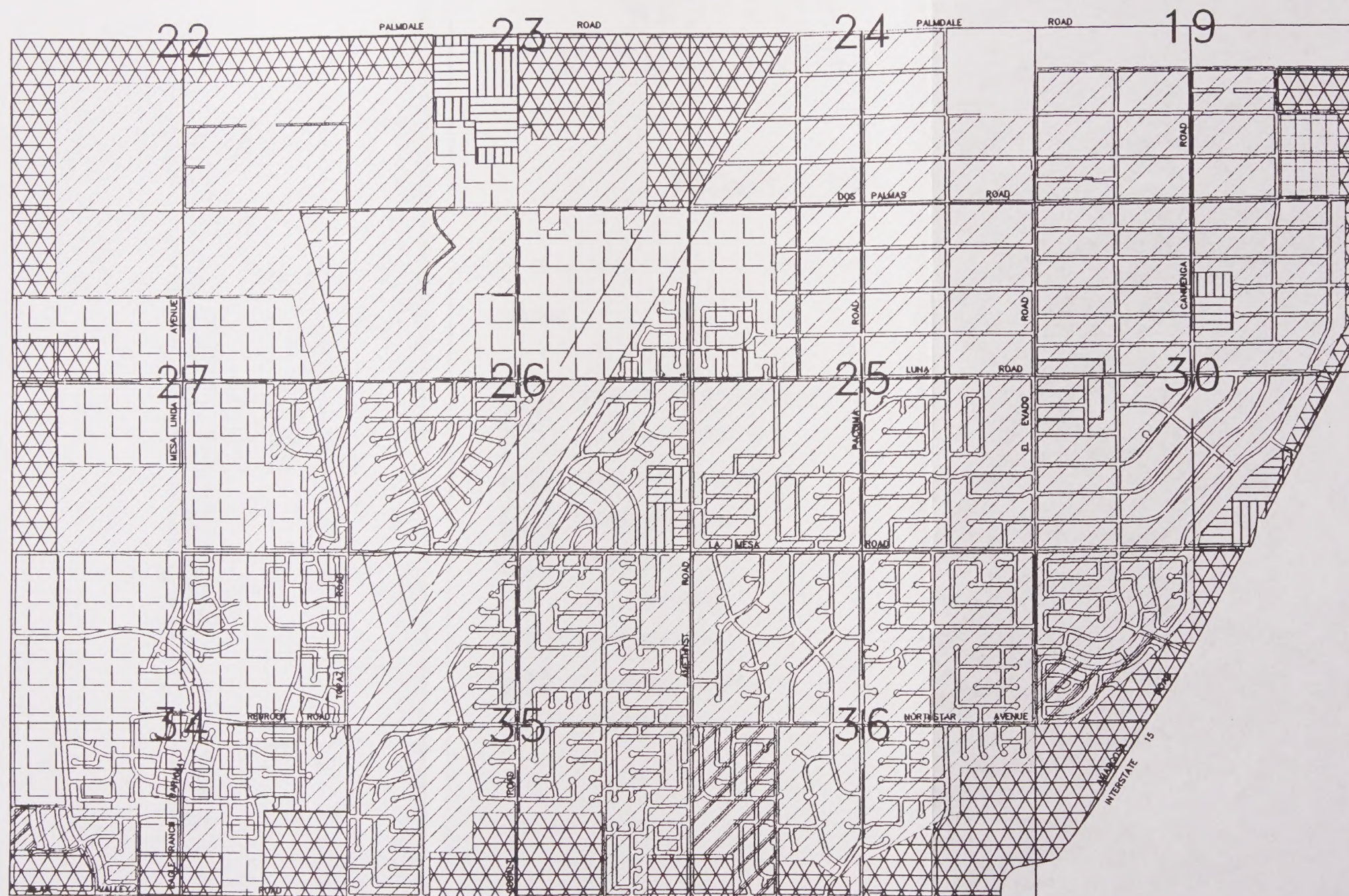
-  VERY LOW DENSITY RESIDENTIAL
-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  OFFICE PROFESSIONAL
-  COMMERCIAL
-  LIGHT INDUSTRIAL

 INITIATIVE AREA
(Land Use Designation may
be changed only by popular
vote)



WEST BEAR VALLEY PLANNING AREA

FIGURE 14



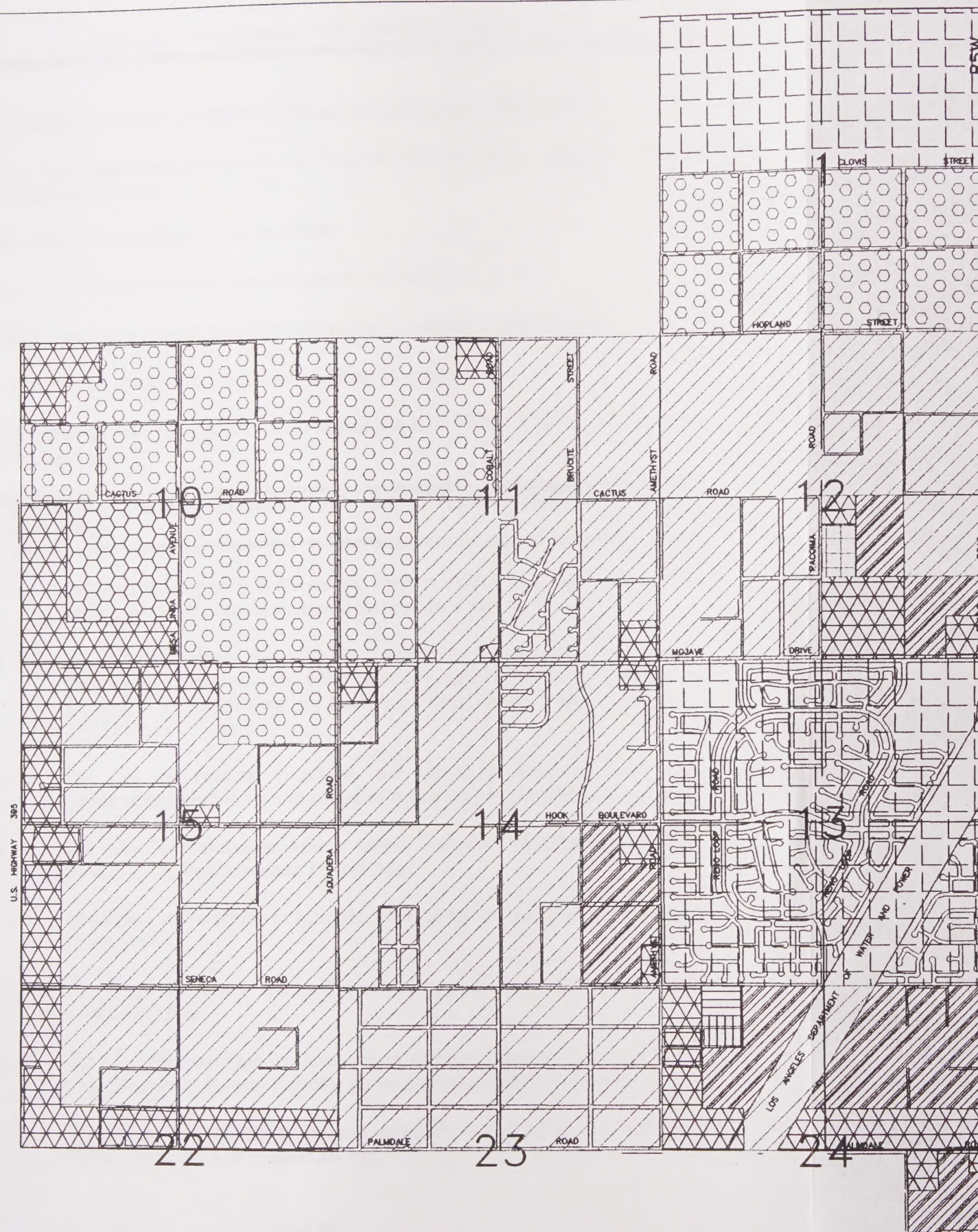
LEGEND:

-  VERY LOW DENSITY RESIDENTIAL
-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  OFFICE PROFESSIONAL
-  COMMERCIAL
-  PUBLIC/INSTITUTIONAL
-  SPECIFIC PLAN



WEST CITY PLANNING AREA

FIGURE 15



LEGEND:

-  VERY-LOW DENSITY RESIDENTIAL
-  LOW DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  OFFICE PROFESSIONAL
-  COMMERCIAL
-  LIGHT INDUSTRIAL
-  HEAVY INDUSTRIAL
-  PUBLIC/INSTITUTIONAL
-  SPECIFIC PLAN

GOALS, POLICIES, AND IMPLEMENTATION MEASURES AND PROGRAMS

Goals, Policies, and Implementation Measures and Programs for Victorville's Land Use Element address the following questions:

- What should Victorville become in the future?
- Should it continue to be the commercial center of the Valley?
- Should it continue to provide flexibility with regard to residential development?
- Should it plan for open space corridors throughout the city?
- Should it provide adequate industrial areas to promote job creation to bring about a better jobs-housing balance?

GOAL 1: Victorville as a balanced community with residential, commercial, and industrial development.

POLICY 1.1: Industrial development that does not conflict with or adversely affect other existing or potential developments will continue to be encouraged.

Imp. 1: The City will continue to require the review of new industrial development by the Planning Commission and when necessary, apply appropriate conditions to the project so that it does not adversely affect other existing or potential developments.

Imp. 2: The City will continue to review, and amend as necessary, the zoning ordinance to ensure that a wide-range of industrial uses are available.

Imp. 3: The City Redevelopment Agency offers incentives to industrial users to develop in the Redevelopment Project Area.

POLICY 1.2: Victorville will continue to maintain itself as the commercial center for the Victor Valley.

Imp. 1: The City will ensure that sufficient commercial lands are available by monitoring needs.

Imp. 2: The City will encourage the development of major commercial centers in the vicinity of major freeway interchanges by providing sufficient zoning.

Imp. 3: The City will periodically review and update the zoning ordinance to ensure it allows a wide array of commercial uses.

Imp. 4: The City will continue to place limitations on home based businesses to ensure the viability of commercial businesses.

POLICY 1.3: Victorville will encourage continued development of tourist related activities.

Imp. 1: The City will encourage and allow, in appropriate locations through the zoning ordinance, uses such as museums and regional recreational activities which make Victorville a destination.

POLICY 1.4: Victorville will encourage continued development of a variety of residential uses and residential densities meeting the needs of those desiring to live in Victorville.

Imp. 1: The City will assist in the development or rehabilitation of low and very low income housing by using redevelopment agency set-aside monies as required by State law. (See Housing Element)

Imp. 2: The City will actively participate in discussions with the San Bernardino County Housing Authority to determine the best methods for providing housing for all segments of the City's population. (See Housing Element)

Imp. 3: The City will continue to maintain minimum densities in some residential areas to ensure development of multiple-family residential units. (See Housing Element)

Imp. 4: The City will continue to provide for a wide range of residential densities through zoning which allows flexibility in meeting the housing needs of all economic segments of the population.

Imp. 5: The City will continue to provide for special needs housing through appropriate zoning when in the vicinity of medical facilities, appropriate retail and public facilities.

POLICY 1.5: The City will manage development in a manner that does not conflict with the operations of Southern California Logistics Airport.

Imp. 1: The City will coordinate with the County of San Bernardino and the City of Adelanto to ensure land uses surrounding Southern California Logistics Airport are compatible.

Imp. 2: The City will adopt the Comprehensive Airport Land Use Plan and coordinate its adoption by the County of San Bernardino and the City of Adelanto.

Imp. 3: The City will continue to implement the Southern California Logistics Airport Specific Plan.

POLICY 1.6: Victorville will make efforts to ensure that the integrity of each land use district is maintained.

Imp. 1: The City will carefully consider requests for determination so that they do not vary from the intent of zone districts.

POLICY 1.7: Victorville will ensure that new development is compatible with existing developments and public infrastructure.

Imp. 1: The City will continue to require the use of walls and other buffers to ensure compatibility of new developments with existing developments. The buffers shall be installed by the new development.

GOAL 2: Victorville as a community with a diversified economic base.

POLICY 2.1: Victorville will encourage the development of land uses which provide jobs for those who choose to both live and work within the planning area.

Imp. 1: The City will ensure adequate zoning for commercial and residential uses by periodically reviewing land uses.

Imp. 2: The City will utilize the Local Agency Military Base Recovery Area (LAMBRA) designation incentives to attract employers to Victorville (Southern California Logistics Airport).

Imp. 3: The City will continue to offer incentives through the Redevelopment Agency to attract employers to develop within the Redevelopment Project Area.

Imp. 4: The City will continue to work with local and regional organizations such as the Regional Economic Development Authority and the Southern California Association of Governments to attract employers to the City.

POLICY 2.2: The City will encourage the revitalization of existing commercial areas. (Relates to Goal 2)

Imp. 1: The City will form citizen advisory groups in select target areas to provide an impetus for revitalization.

Imp. 2: The City will pursue grant monies as well as other funding sources for road and public infrastructure improvements to revitalize areas in need.

POLICY 2.3: The City will consider annexations which will improve its economic base and will contribute to quality development with the City of Victorville.

- Imp. 1: Any initiation of an annexation will be preceded by a City evaluation to determine the level of urban services necessary and whether or not the revenues from the annexation area will pay for those services.
- Imp. 2: Existing infrastructure in areas seeking annexation will be evaluated to determine the costs necessary to bring such infrastructure up to City standards.

GOAL 3: Victorville as a community which provides adequate city services and infrastructure.

- POLICY 3.1:** Development will be permitted in areas where such uses are appropriate and provide for adequate roadways, infrastructure, and public services.
- Imp. 1: The City will use development impact fees to pay for a portion of the infrastructure improvements as identified in the capital improvement plan.
 - Imp. 2: The City will continue to review and add projects to the capital improvement plan as deemed necessary to ensure the orderly growth of the City.
 - Imp. 3: The City will continue to require new development to pay the capital costs of public facilities and services needed to serve those developments.
 - Imp. 4: The City will continue to contact utility companies, school districts, and special districts as necessary when new projects are submitted to ensure their capability to serve the new projects.
- POLICY 3.2:** City development policies should discourage speculation in the undeveloped portions of the City.
- Imp. 1: The City will constantly monitor the potential for land speculation and react with specific zoning proposals to help ensure that it is minimized.

GOAL 4: Victorville as an aesthetically pleasing community with development standards which reflect community needs.

- POLICY 4.1:** The City will promote the establishment of design themes in areas deemed appropriate.
- Imp. 1: The City may utilize specific plans and/or redevelopment project areas in areas deemed appropriate for design themes.

CITY OF VICTORVILLE GENERAL PLAN



CIRCULATION ELEMENT

TABLE OF CONTENTS

	<u>Page</u>
INTRODUCTION	1
Purpose of This Element	1
GOALS	1
MASTER CIRCULATION PLAN	2
Street Classification System	2
Circulation Plan	4
Parking	11
Congestion Management Program	13
Public Transit	14
Infrastructure	16
Bicycle Plan	16
GOALS, POLICIES, AND IMPLEMENTATION MEASURES AND PROGRAMS	18

LIST OF FIGURES

	<u>Page</u>
Figure 1	Roadway Standards 3
Figure 2	Circulation Plan 5
Figure 3	Conceptual Circulation Plan..... 7
Figure 4	Projected Traffic Volumes - Buildout 9
Figure 5	Truck Routes 12
Figure 6	Public Transit "Fixed-Route Network" 15
Figure 7	Regional Bicycle Routes in Victorville..... 17

LIST OF TABLES

	<u>Page</u>
Table 1	Level of Service Descriptions..... 10
Table 2	Design Capacities of Typical Roadways 11

INTRODUCTION

Purpose of this Element

The Planning, Zoning and Development laws of the State of California require all local general plans to include a Circulation Element [Government Code Section 65302(b)]. State law requires the Circulation Element to identify the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other local public utilities and facilities. All of these components must be related to land use policy described in the Land Use Element and stated goals and policies must be consistent with the other general plan elements. The Circulation Element is more than a transportation plan; it is an infrastructure plan that identifies the circulation of people, goods, water, sewage, storm drainage, and communications.

The Circulation Element is closely tied to the Land Use Element for several reasons. First, the location, type and density of future development will dictate the type of roadway system that will be required to efficiently and safely move people and goods in the planning area. Secondly, the location of major transportation corridors will govern both the types and intensity of development in areas served by the streets. Land use policy depends upon an integrated circulation system to effectively move both people and goods in and through the planning area. In other words, as the City grows, consistent with the Land Use Element, additional demands will be generated on the City's infrastructure system which must be accommodated. This element provides a basis for future planning efforts directed towards the design of a circulation system that will provide easy and safe access from residential neighborhoods to commercial districts, employment areas, and nearby recreational facilities and areas.

The Circulation Element generally focuses on those issue areas most relevant to the Victorville Planning Area but external factors are also considered. The Circulation Element is primarily concerned with identifying goals, policies, and implementation measures that will relieve existing roadway congestions while expanding the circulation network to serve the outlying areas where future growth is anticipated.

The Circulation Element includes standards to govern the design of various roadways in the community. In addition, the element identifies the location where improvements to existing roadways should be programmed as well indicating the general location of rights-of-ways for future roads.

GOALS

- Goal 1: Victorville as a balanced community with transportation alternatives.
- Goal 2: Victorville as a community with its transportation system and infrastructure serving its existing and projected land uses, and designed with convenience and safety.
- Goal 3: Victorville with an efficient transportation system.
- Goal 4: Victorville which requires that circulation infrastructure be constructed in an orderly and fiscally efficient manner.

MASTER CIRCULATION PLAN

The close relationship between traffic/circulation issues and land use/development issues is apparent when traffic problems become evident from increased development. Land use policies identified in the Land Use Element will have a direct impact on traffic volumes and the operating service levels of roadways in the planning area. In addition, growth in adjacent communities will affect traffic operations on City roads since many people living in other areas shop and/or work in the City.

Another important consideration is the expense of maintaining and expanding transportation links in the City. Costs for both maintenance of existing roadways and construction of new roads will increase substantially. Initial costs for new roadway construction can be borne by those developments directly benefiting from the roadway. However, long-term maintenance costs is the City's responsibility.

Long range implementation of land use policy in Victorville, as well as development in adjacent communities, will result in an increase in the number of vehicle trips and vehicle miles traveled along the street system. To accommodate anticipated increases and to ensure safe and efficient traffic flow, a variety of improvements must be made to the system. The Circulation Element describes the improvements required to provide Victorville with a coordinated circulation system.

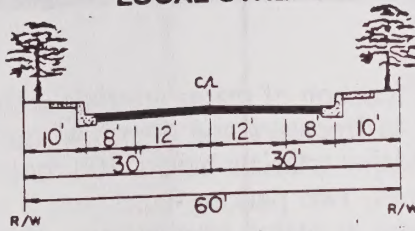
Land use policy and consultation with staff of the Transportation Division of the City Engineering Department have been used to develop a master circulation plan. The master circulation plan consists of several components which include: 1) the street classification system; 2) the circulation plan; 3) parking; 4) congestion management program; 5) public transit; 6) infrastructure; and 7) bicycle plan information.

Street Classification System

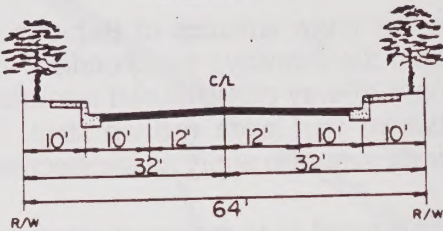
Roadways in Victorville are classified according to their primary function. The City has established classifications and typical standards for eight types of roadways. The classifications are described below, and standards are displayed in cross-section in Figure 1. In some instances, construction of the typical street cross-section may not be possible or may be modified. For example sufficient right-of-way width may be unavailable to construct a roadway to its full improvement size. In these cases, reduced lane widths or elimination of parking lanes may be necessary to meet the ultimate street function. Additionally, some of the specific plans vary from the typical street cross-section. However, the variations will not adversely affect the ultimate street function.

Super Arterial - A Super Arterial serves to transport large volumes of intercity, intracity, and inter-regional traffic at relatively high speeds. These facilities, which are access controlled, connect to freeways and distribute traffic from the freeways to major and secondary arterials and some collector facilities serving local areas and other regional facilities. Super Arterials have a 124-foot minimum right-of-way consisting of a minimum of six traffic lanes, two parking lanes, and a six to twelve-foot wide median. Traffic signals are located at all median breaks and median breaks are to be spaced a minimum of one quarter mile apart. Intermediate breaks at a minimum distance of 650 feet from a signalized intersection in the median for left turns off of a super arterial can be allowed by the City Engineer if substantiated by a traffic engineering study. Parking, if allowed, is only allowed at distances 300 feet or greater from the signalized intersections.

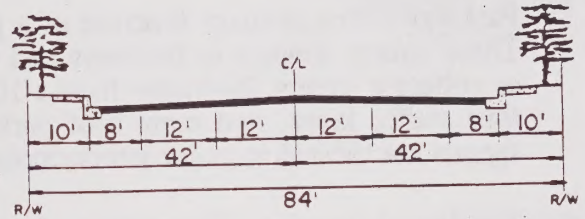
LOCAL STREET



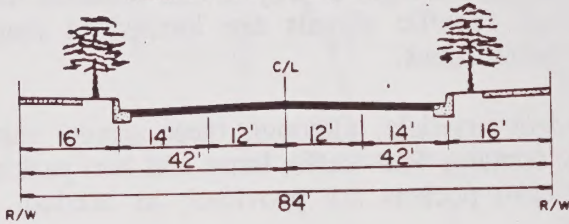
COLLECTOR



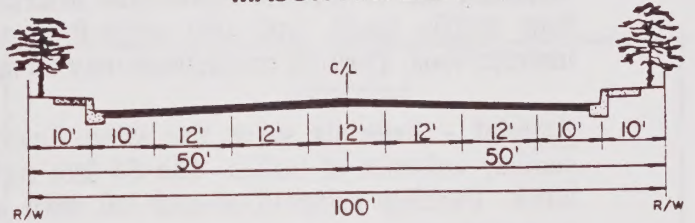
ARTERIAL



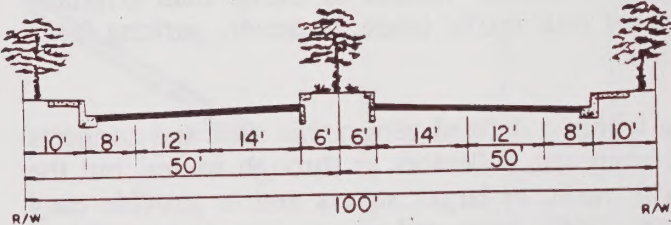
SECONDARY ARTERIAL



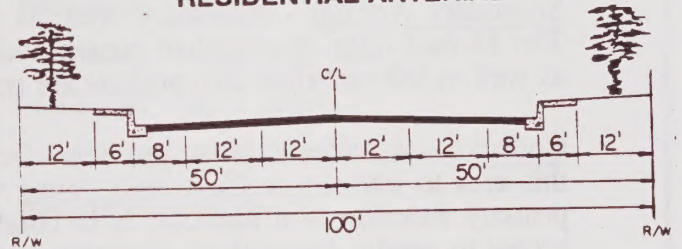
MAJOR ARTERIAL



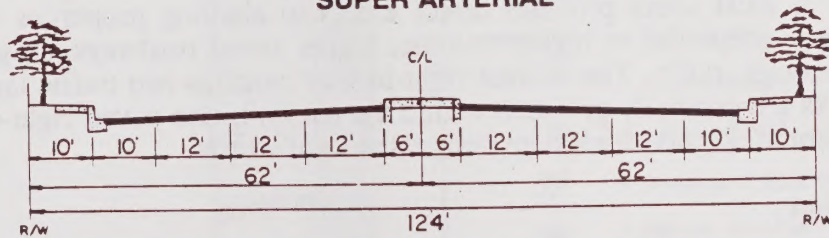
PARKWAY



RESIDENTIAL ARTERIAL



SUPER ARTERIAL



Roadway Standards

Victorville
General Plan



FIGURE 1

Major Arterial - The primary function of major arterials is to transport large volumes of intracity traffic. These streets connect to freeways and distribute traffic from the freeways to secondary arterials or collector streets. Major arterials have a 100-foot minimum right-of-way consisting of a minimum of four traffic lanes, two parking lanes and a twelve-foot wide, two-way left turn lane. Traffic signals are located at major intersections. Parking restrictions may be applied at intersections.

Parkway - The primary function of a parkway is to transport large volumes of intracity traffic. These streets connect to freeways and distribute traffic from the freeways to secondary arterials or collector streets. Parkways have a 100-foot minimum right-of-way consisting of a minimum of four traffic lanes, two eight foot parking lanes and a twelve foot wide median strip. Traffic signals are located at major intersections. Parking restrictions may also apply at intersections.

Residential Arterial - The primary function of a residential arterial is to transport large volumes of intracity traffic to and from residential areas. These streets connect to major arterials, arterials, and collectors. Residential arterials have a minimum right-of-way of one hundred feet, four traffic lanes, and two eight-foot parking lanes. Traffic signals are located at major intersections. Parking restrictions may be applied at intersections.

Arterial - Arterials serve the same function as major arterials, although these streets carry smaller volumes of traffic. The 84-foot right-of-way contains four traffic lanes and two parking lanes. Parking restrictions and left turn and right turn pockets are provided, as needed, at intersections.

Secondary Arterial - Secondary arterials shall carry a smaller volume of traffic than arterials. The 84-foot right-of-way shall contain sidewalks and four traffic lanes; however, parking lanes as well as left and right turn pockets are not utilized.

Collector - A collector street provides circulation within a defined geographic area and connects this area to intracity traffic routes. Some vehicles may use collectors as through routes, but the primary function of a collector is to connect local traffic to larger streets and to provide easy access to nearby destinations. Collectors contain two traffic lanes and two parking lanes within a 64-foot right-of-way.

Local Street - A local street provides direct access to abutting properties and transports local traffic from these properties to higher volume, higher speed roadways. In general, local streets do not carry through traffic. The 60 foot right-of-way contains two traffic lanes and two parking lanes. Sidewalks are generally provided within the ten foot, non-paved right-of-way. Most of the streets in residential neighborhoods are designated local streets.

Circulation Plan

Figure 2 displays the Circulation Plan for the Victorville Planning Area. The plan indicates the general location and extent of the following classes of roadways: freeways, super arterials, residential arterials, parkways, major arterials, arterials, secondary arterials, and collectors. New roadways and roadway expansions, excluding freeways, must be constructed in conformance with these designations and with established street classification standards.

Conceptual design for a typical section of land in Victorville illustrating the relationship between arterials, collector streets, bicycle and pedestrian routes is shown in Figure 3. Collectors provide continuous circulation by direct links to collectors in adjacent sections, but should be curvilinear to encourage reduced speeds and discourage use for city-wide through trips. Local streets should



CIRCULATION PLAN
Sheet 1 of 2

FIGURE 2

Legend

- = City Boundary
- - - = Sphere Boundary
- == = Freeway
- == = Super Arterial
- == = Major Arterial
- ===== = Residential Arterial
- == = Parkway
- == = Arterial
- - - = Secondary Arterial
- ||| = Collector
- ||| = Road Crossing
- P = Park-and-Ride Station
- * = Greyhound Station
- ★ = Amtrak Station
- = Freeway Access
- ===== = SEE APPROPRIATE SPECIFIC PLAN DOCUMENT FOR CIRCULATION PLAN WITHIN THIS AREA





CIRCULATION PLAN
Sheet 2 of 2

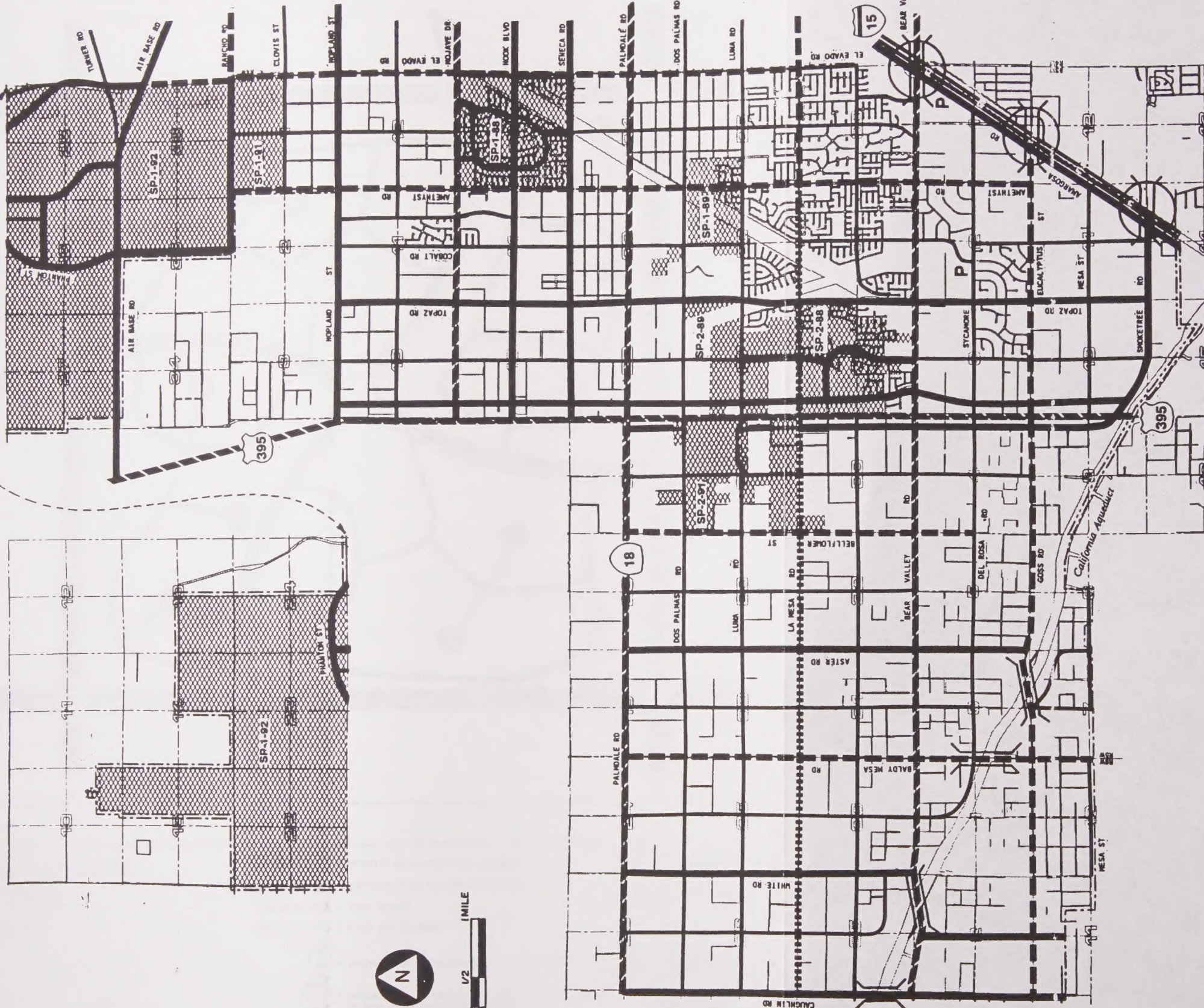
FIGURE 2

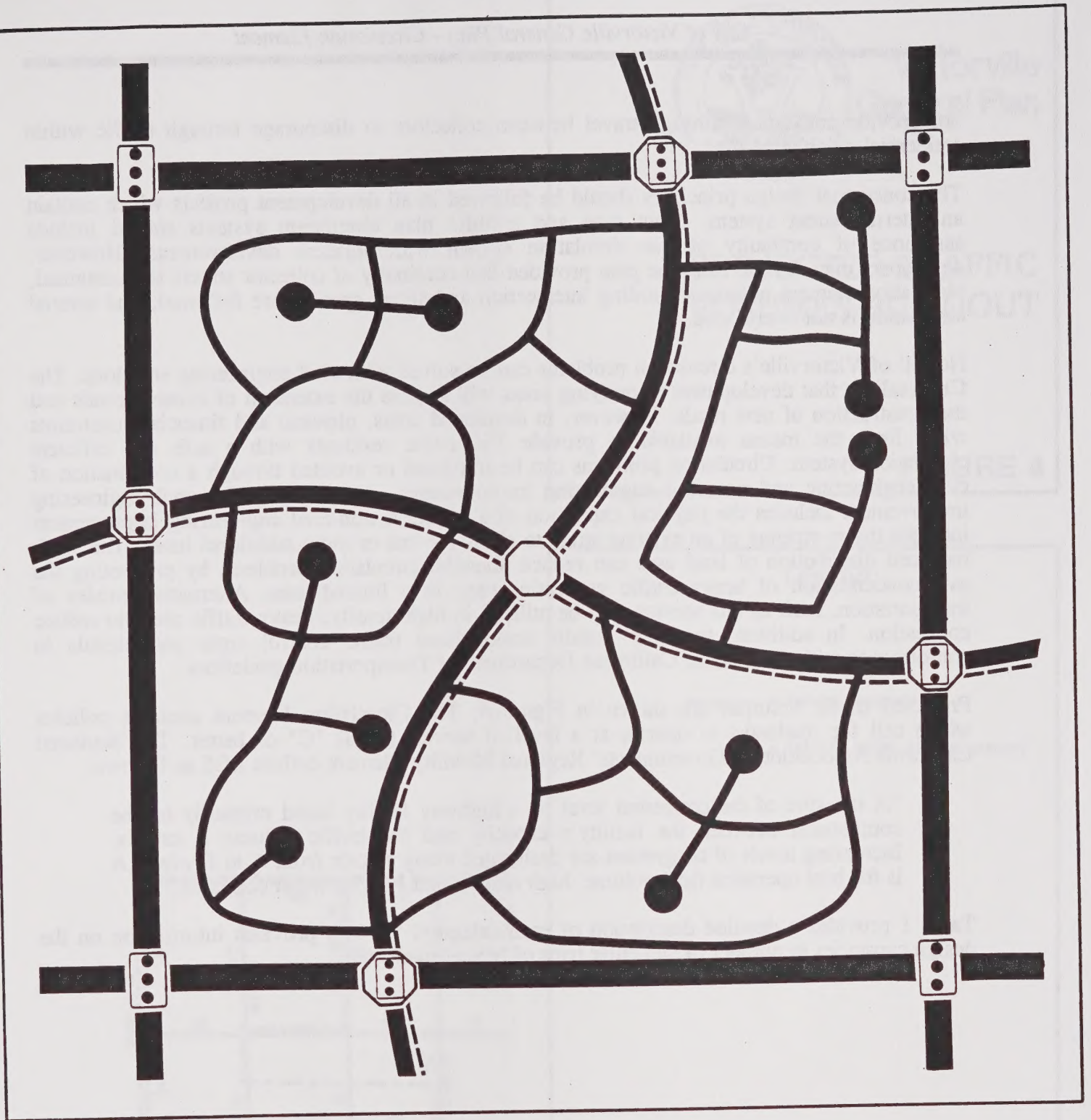
Legend

- = City Boundary
- - - = Sphere Boundary
- == = Freeway
- == = Super Arterial
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- == = Residential Arterial
- == = Parkway
- == = Arterial
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- == = Collector
- == = Road Crossing
- P = Park-and-Ride Station
- * = Greyhound Station
- ★ = Amtrak Station
- = Freeway Access
- = SEE APPROPRIATE SPECIFIC PLAN DOCUMENT FOR CIRCULATION PLAN WITHIN THIS AREA

IDENTICAL POINT

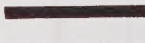
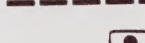
SEE SHEET 1 OF 2





CONCEPTUAL STREET PLAN

FIGURE 3

-  = ARTERIAL WITH PEDESTRIAN SIDEWALK
-  = COLLECTOR WITH PEDESTRIAN SIDEWALK
-  = LOCAL STREET
-  = MAJOR BICYCLE ROUTE
-  = INTERSECTION CONTROLLED BY TRAFFIC SIGNALS
-  = INTERSECTION CONTROLLED BY TRAFFIC SIGNALS OR STOP SIGNS DEPENDING ON VOLUME
-  = INTERSECTION CONTROLLED BY STOP SIGNS

Victorville
General Plan



not provide convenient through travel between collectors to discourage through traffic within residential neighborhoods.

The conceptual design principles should be followed in all development projects which contain an internal street system. Tract map and specific plan circulation systems should include assurance of continuity of the circulation system with adjacent developments. However, developers may deviate from the plan provided that continuity of collector streets is maintained, circulation element policies regarding intersection and signal spacing are followed, and arterial circulation is not overloaded.

Not all of Victorville's circulation problems can be solved with civil engineering solutions. The City realizes that development in outlying areas will require the extension of existing roads and the construction of new roads. However, in developed areas, physical and financial constraints will limit the means available to provide Victorville residents with a safe and efficient circulation system. Circulation problems can be mitigated or avoided through a combination of civil engineering and non-civil engineering improvements. An example of a civil engineering improvement includes the physical expansion of a street. A non-civil engineering improvement includes the re-striping of an existing street to allow for one or more additional lanes. The well-balanced distribution of land uses can reduce potential circulation problems by preventing the over-concentration of heavy traffic generating uses in a limited area. Alternative modes of transportation, such as bus service, can be utilized in high density, heavy traffic areas to reduce congestion. In addition, the City installs standardized traffic control signs and signals in conformance with the State of California Department of Transportation guidelines.

Projected traffic volumes are shown in Figure 4. The Circulation Element contains policies which call for roadways to operate at a level of service (LOS) "C" or better. The Southern California Association of Governments' Regional Mobility Element defines LOS as follows:

"A measure of the congested level on a highway facility based primarily on the comparison between the facility's capacity and the traffic volume it carries. Increasing levels of congestion are designated along a scale from A to F where A is for best operation (low volume, high speed), and F is for worst condition."

Table 1 provides a detailed description of each category. Table 2 provides information on the design capacities in number of vehicular trips of typical roadways.



PROJECTED TRAFFIC VOLUMES-BUILDOUT

FIGURE 4



Legend:

- = City boundary
- ... = Sphere boundary
- 35 = TRAFFIC COUNT (In Thousands)

Traffic Count Source: City of Victorville Engineering Department, Traffic Division



Table 1
LEVEL-OF-SERVICE DESCRIPTIONS ROADWAY SECTIONS

Level of Service	Interpretation	Nominal Range Volume-to-Capacity Ratio
A	Low volumes; primarily free-flow operations. Density is low and vehicles can freely maneuver within the traffic stream. Drivers can maintain their desired speeds with little or no delay.	0.00 - 0.60
B	Stable flow with potential for some restriction of operating speeds due to traffic conditions. Maneuvering is only slightly restricted. The stopped delays are not bothersome, and drivers are not subject to appreciable tension.	0.61 - 0.70
C	Stable operations; however, the ability to maneuver is more restricted by the increase in traffic volumes. Relatively satisfactory operating speeds prevail, but adverse signed coordination or longer queues cause delays.	0.71 - 0.80
D	Approaching unstable traffic flow, where small increases in volume could cause substantial delays. Most drivers are restricted in their ability to maneuver and in their selection of travel speeds. Comfort and convenience are low but tolerable.	0.81 - 0.90
E	Operations characterized by significant approach delays and average travel speeds of one-half to one-third the free-flow speed.	0.91 - 1.00
F	Forced flow operations with high approach delays at critical signalized intersections. Speeds are reduced substantially, and stoppages may occur for short or long periods of time because of downstream congestion.	Not Meaningful

Source: Highway Capacity Manual Special Report 209, Transportation Research Board 1995.

Table 2
DESIGN CAPACITIES OF TYPICAL ROADWAYS

	Peak-Hour Capacity	Daily Capacity
2-Lane Local	1,200	10,000
2-Lane Collector	1,500	12,000
4-Lane Arterial (With Left-Turn Lane)	4,000	32,000
6-Lane Super Arterial (With Left-Turn Lane)	7,500	60,000
6-Lane Freeway	11,000*	112,000*

Source: City of Victorville Traffic Model - Tier 1, 1997, Basis, Highway Capacity Manual, Highway Research Board, 3rd Edition, Updated 1994. Figures represent LOS "C" and are Design Policy for City Streets.

* Freeway volumes are for information only.

Since the Victorville Planning Area is not geographically isolated, circulation patterns and connectivity to adjacent jurisdictions must be considered in a circulation plan. This is especially true for Victorville since many residents in adjacent communities rely on City of Victorville streets to access the Southern California job market, entertainment, or recreation via Interstate 15. Therefore, streets which cross jurisdictional boundaries or are jointly shared must be substantially similar (number of lanes, carrying capacity, etc.). In reviewing general plan circulation elements for the Town of Apple Valley, and the cities of Adelanto and Hesperia, the general plan streets of Victorville substantially correlate with general plan streets of the adjacent communities.

There are two projects undergoing study as to their feasibility which will benefit the City of Victorville's connectivity to adjacent communities, as well as regionally. These two proposed projects are the High Desert Corridor, and U.S. Highway 395 realignment and expansion. Caltrans District 8 in partnership with, and at the request of the cities of Victorville and Adelanto, Town of Apple Valley, County of San Bernardino, and the San Bernardino Associated Governments (SANBAG) has prepared a draft project study report for the first phase of the High Desert Corridor project which is a State Route 18 bypass. The proposed corridor will ultimately link the Victor Valley with northern Los Angeles County (City of Palmdale) via a four-lane expressway. The first usable segment of the bypass will begin at Ottawa Road and State Route 18 in Apple Valley and terminate at U.S. Highway 395 in the vicinity of Air Base Road. Caltrans has also prepared a project study report for the realignment and expansion of U.S. Highway 395. The concept facility is to be a six-lane freeway/expressway from I-15 north to Desert Flower Road where it will rejoin the existing alignment as a six-lane expressway and continue to Highway 58 at Kramer Junction. Once funding and right-of-way has been secured by Caltrans, the City will show the proposed projects on the Circulation Map.

A combination of funding sources are utilized for the construction of roadways. Generally, the following is a brief summary of these funding sources. Developers install/pay for those streets which directly benefit their project. Streets that serve city-wide purposes, such as arterial roadways, are funded by the developer abutting the roadways as well as by the City through the use of development impact fees (DIF). For example, if a single family residential subdivision is developed, the developer will construct all roadways within the subdivision and pay for a portion of the city-wide roadway abutting the subdivision leaving the remaining costs to the City which is paid for with DIF. Roadways which are constructed or improved using DIF are programmed in the Capital Improvement Program which is discussed under the Infrastructure section of this element. Since additional funding is available through grants from state and/or federal agencies it is important for the City to be in compliance with regional transportation plans as will be discussed under the Congestion Management Program.

It is recognized in the circulation plan the need for truck routes to be designated which minimize the disturbance of noise sensitive land uses, such as residences, churches, schools, etc. Chapter 12.30 of the Victorville Municipal Code establishes truck route regulations for commercial vehicles exceeding a maximum gross weight limit of twelve thousand pounds. Trucks which exceed the weight limit must follow the designated truck route or routes (refer to Figure 5) except when making pickups or deliveries, needed for building construction or repair, or for the purpose of moving to or from a legally maintained truck storage or maintenance yard. The truck routes provide linkages to State highways and freeways which serve the City.

Parking

In general, all new development is required to provide, and continuously maintain, off-street parking facilities in accordance with Title 18. Although on-street parking is not prohibited in most areas of the City, off-street parking is required to reduce the likelihood of on-street traffic congestion. The minimum amount of off-street parking necessary is based on the use of the property. For example, a restaurant would require more off-street parking spaces than would a warehouse of the same size since the restaurant would be providing service to more persons. Title 18 outlines development standards for off-street parking facilities which includes minimum numbers and size of parking spaces, drive aisles and driveway location and widths, traffic



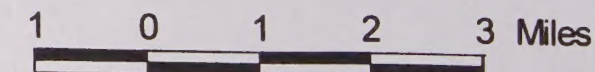
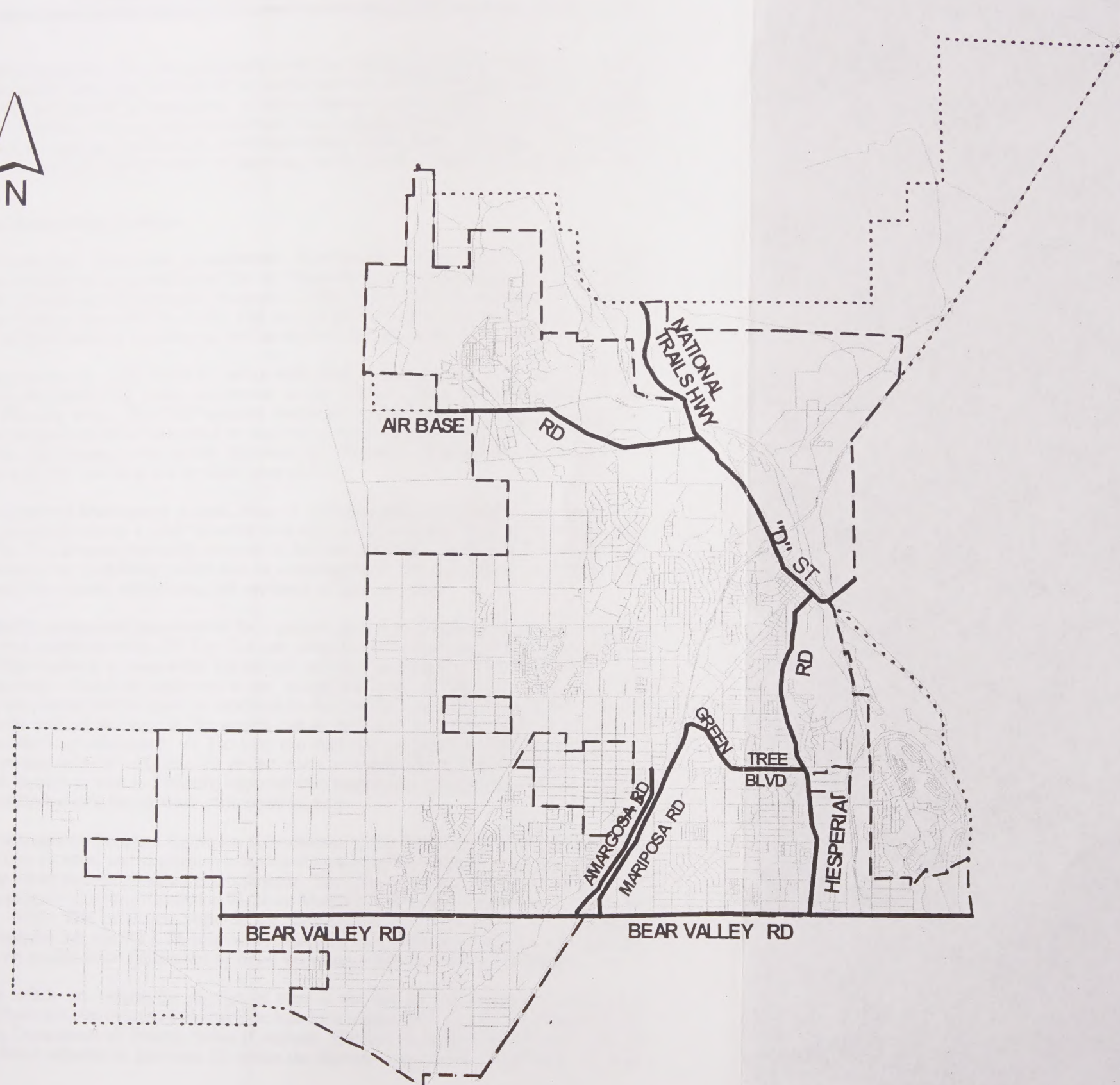
TRUCK ROUTES

FIGURE 5



Legend

- = City Boundary
- = Sphere Boundary
- = Truck Route



control, and landscaping. The City continually evaluates off-street parking standards to ensure that they adequately serve and are relevant to individual uses. When off-street parking facilities are developed, they should be constructed in such a manner to avoid off-site and on-site traffic conflict points between vehicles and/or pedestrians and maintain adequate sight distances. Traffic control measures such as signalization, acceleration/deceleration lanes, medians, and driveway alignment with existing streets assist in reducing traffic conflict points and potential street congestion.

Congestion Management Program

The San Bernardino Associated Governments (SANBAG), which serves as the County transportation commission, of which the City of Victorville is a member agency, has adopted a county-wide Congestion Management Program (CMP). The CMP is required pursuant to Government Code Section 65088 *et seq.* and has the primary objective to prevent increased congestion on CMP network roadways as well as to prevent degradation of air quality.

There are approximately 1,500 miles of county-wide roads which are part of the CMP network of which approximately 176 miles are located in the Victor Valley and forty miles in the Victorville Planning Area. The CMP network roadways include state highways and principal arterials, roadways of multi-jurisdictional or regional significance. The CMP network roadways located within the planning area include Interstate 15, Highway 18 (Palmdale Road and "D" Street), Highway 395, and Bear Valley Road (east of I-15).

Whenever a proposed development project, alone or in combination with another project, has the potential to adversely impact a CMP network roadway, a traffic impact analysis (TIA) must be prepared. The TIA assesses the traffic impacts of land use decisions on the CMP network both within and outside the permitting jurisdiction to a maximum of five miles from the project site. The TIA identifies impacts, mitigations, and evaluates mitigation costs.

Should the traffic impact analysis prepared for a project identify a deficiency in a CMP network roadway, five possibilities exist. (1) The TIA can identify improvements which can be carried out on the CMP roadway to reduce the impact and maintain an adequate level of service; (2) If the CMP roadway cannot be improved to an acceptable level of service, other non-CMP roadways in the project vicinity must be improved so that traffic is reduced of the CMP roadway to an acceptable level of service; (3) The project can be modified so that the negative impacts to the CMP roadways are eliminated; (4) The City can deny the project; (5) Finally, the City can approve the project without mitigating the project's entire impact which would result in the City losing gas tax monies as well as hindering approval of transportation grants since the City would be in non-compliance with the regional transportation plan.

Congestion Management Program legislation (Government Code Section 65089.3) requires each local jurisdiction to adopt and implement a land use/transportation analysis program and a trip reduction and travel demand management ordinance. The City of Victorville has complied with these requirements by adopting Resolution 93-24 on March 2, 1993, and Ordinance No. 1680 on October 26, 1993. The resolution requires the preparation of a TIA when the previously identified thresholds are met for a development project and the ordinance can reduce congestion and improve air quality since alternatives to single occupancy vehicle travel are proposed.

One measure which can reduce the number of trips is the use of park-and-ride facilities for carpooling. There are two existing park-and-ride locations within the City that are recognized by the California Department of Transportation (Caltrans). The first is located on the south side of Bear Valley Road adjacent to Interstate 15 within the freeway right-of-way. Currently, seventy

parking spaces are paved, but the site has sufficient area to allow for one hundred fifty automobiles. The second is located one-half mile south of Bear Valley Road, west of Cobalt Road at 13150 Sycamore Street in the Church of Christ parking lot. The church allows fifty paved parking spaces to be used for park-and-ride purposes.

In addition to the two existing park-and-ride facilities, one is planned to be located at the transit center, which is discussed below. This facility is anticipated to have two hundred parking spaces for carpooling.

Public Transit

The City of Victorville is a member of the Victor Valley Transit Authority (VVTA). The VVTA is a joint powers agency comprised of the cities of Adelanto, Hesperia, and Victorville, the Town of Apple Valley, and the County of San Bernardino. The VVTA provides multiple occupancy vehicle service to the City and surrounding community. It is the intent of this service to reduce traffic congestion, vehicle miles traveled and vehicle trips which improves air quality.

The regional fixed-route system currently operates six routes each Monday through Saturday, with no service on Sunday. Approximately 166 miles of roads are covered by the current VVTA fixed-route network, of which approximately sixty-seven miles are located within the City. The current fixed-route network in the Victorville Planning Area is shown on Figure 6. The current average monthly ridership is 42,723 persons. The fixed route network is periodically evaluated to determine appropriate changes and expansion based on new development and ridership levels. The current fixed-route network in Victorville is generally designed to provide service to high density residential areas (apartments) and commercial areas.

The VVTA is in the process of preparing a "Down the Hill Commute Program" which is anticipated to begin in October, 1997. This program is planned to provide commuters with multiple occupancy vehicle service from City park-and-ride lots to the Metrolink Stations located in San Bernardino, Rialto, and Fontana. From these stations, additional public transportation is available. Implementation of this program would provide a public transportation service to Victorville, and Victor Valley commuters, reduced freeway congestion, improve air quality, and reduce the current trend of single occupancy vehicle use. However, local job growth creation is necessary to reduce the need for inter-regional commutes.

The City is proposing to develop a transit center located on the northeast side of "D" Street (Highway 18) between Second and Sixth Streets on approximately five acres. When developed, the transit center is anticipated to accommodate passengers traveling by rail, bus, shuttle, and taxi. In addition, the project will include bicycle lock-up and park-and-ride facilities.

When the transit center is completed and operational, it is forecasted to contribute to reducing air emissions which is an objective of the Mojave Desert Air Quality Management District's Air Quality Attainment Plan (AQAP, adopted in 1991). The AQAP is discussed more thoroughly in the Resource Element. This reduction in emissions is forecasted because the transit center will serve as the Victor Valley's primary connection to alternative modes of transportation that reduce overall vehicle miles traveled within the region. Estimated average daily traffic will be approximately forty buses (thirty local and ten interstate), ten to twenty van pools or private shuttles, up to two hundred carpool park-and-ride participants, and about fifty daily trips for rail and related transportation activities.

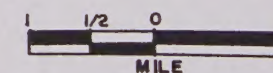
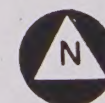


PUBLIC TRANSIT
"FIXED-ROUTE NETWORK"

FIGURE 6

Legend

- = City Boundary
- = Sphere Boundary
- = Fixed Private/Public Mass Transit Route



Infrastructure

Infrastructure, as it relates to the Circulation Element, includes roadways and public utilities (cable television, electricity, natural gas, sewer, telephone, and water). Infrastructure is generally installed as a function of development to serve the development or be reasonably related to serving the development. Utility systems infrastructure usually follows the street system and is installed within the public right-of-way.

The City of Victorville Capital Improvement Program (CIP) provides a five-year guideline for meeting the future anticipated capital improvement needs of the City. Capital improvement projects include street improvements, traffic signals, sewer improvements, and storm drains.

Projects included within the CIP are those for which funding is anticipated. However, since priorities and funding levels are subject to change, State law [Government Code Section 65403(c)] requires that the CIP be reviewed and revised annually by the governing body. Capital Improvement Program projects are funded through Federal, State, and local sources.

Although capital improvement programming can save the City money by purchasing land or materials in advance of actual need, careful consideration is necessary when programming projects to ensure that physical improvements do not outpace need. In other words, infrastructure should only be installed when necessary and only to the extent warranted to avoid excessive maintenance costs.

In summary, the CIP is designed to provide a centralized and comprehensive mechanism for forecasting and defining capital needs; assigning priorities among capital projects; budgeting projects in accordance with their priorities and developing a projected revenue program for financing; scheduling the various projects on a fixed-time basis and providing for appropriate planning implementation; coordinating the activities of various City departments and outside agencies in meeting project schedules; monitoring and evaluating the progress of capital improvements; and informing the general public and private developers of projected capital improvements.

Bicycle Plan

The San Bernardino Associated Governments (SANBAG) has prepared the San Bernardino Regional Bicycle Plan. The City participated in discussion with SANBAG in order to prepare said plan. A portion of the regional bicycle route network shown on the plan traverse the Victorville Planning Area (see Figure 7). The regional bicycle routes are anticipated to provide for intracity and regional bicycle travel.

The regional bicycle routes designated in the San Bernardino Regional Bicycle Plan should be considered the basis or backbone of a more detailed local bicycle route network. The aforementioned plan suggests that local bicycle plans should have achievable, measurable, and time-related objectives; a bicycle route network that is utilitarian and not merely recreational; desired bicycle parking and amenities should be clearly outlined; linkages to public transit should be included; design criteria/standards for routes and signage should be incorporated; and other programs such as educational, safety and promotional can be outlined.

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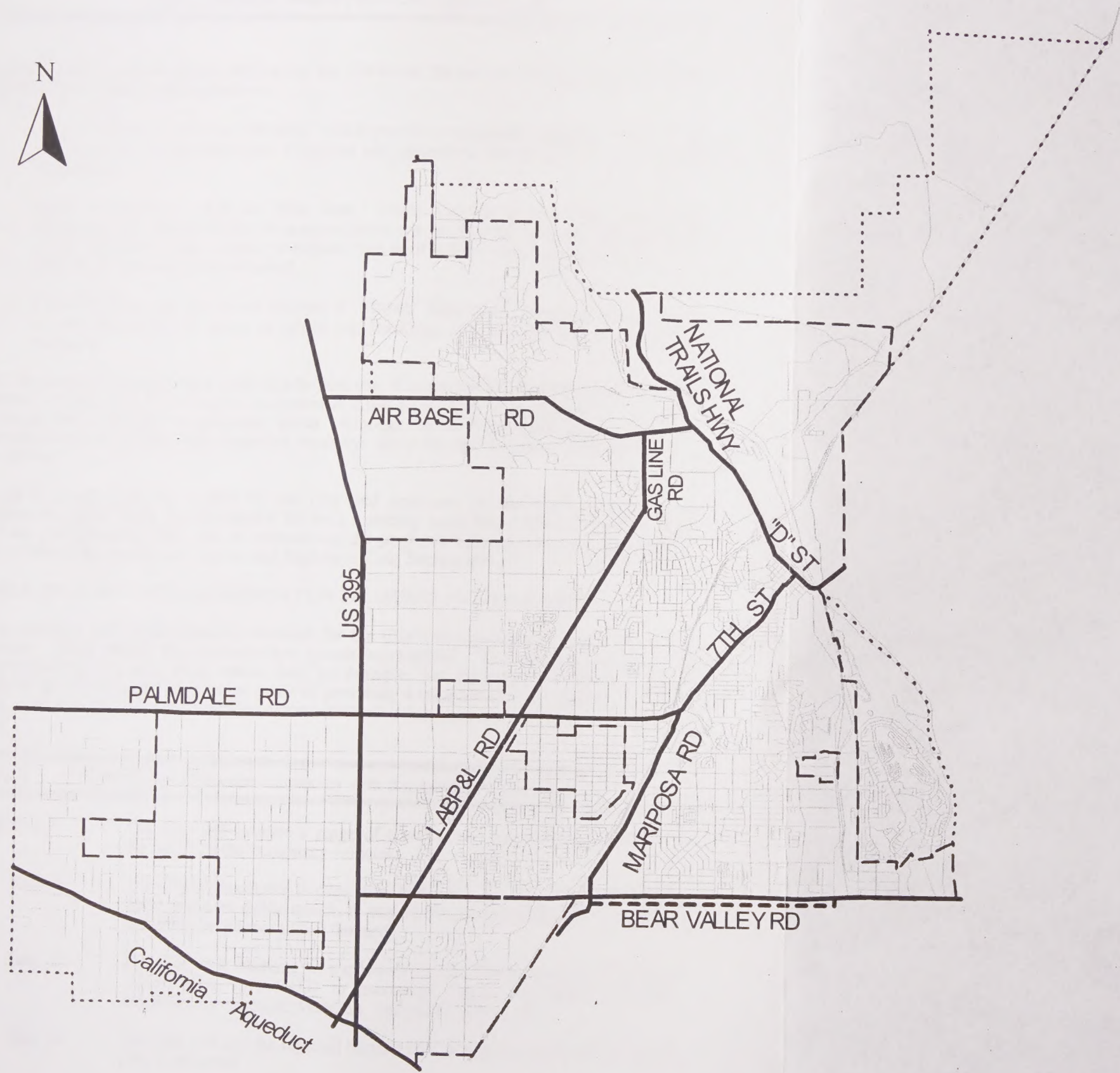
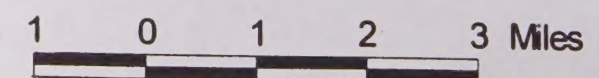
Victorville
GENERAL PLAN

**REGIONAL BICYCLE
ROUTES IN VICTORVILLE**

FIGURE 7

Legend

-  = City Boundary
-  = Sphere Boundary
-  = Bike Route
-  = City Bypass



Bicycle routes or bikeways are defined by the California Streets and Highways Code Section 890.4 in three classifications as follows:

- Class I bikeways, such as "bikepath," which provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with cross flows by motorists minimized.
- Class II bikeways, such as "bike lane," which provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.
- Class III bikeways, such as an onstreet or offstreet "bike route," which provide a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists.

The City has not yet prepared a local bicycle plan but, it is anticipated when prepared that most bikeways would be designed and/or designated as Class III in order to maximize the circulation of people with varying transportation needs. Although the existing roadways do not have bikeways designated, most fully improved roadways allow for safe bicycling when traffic laws are obeyed.

Should a bicycle plan be adopted by the City and approved by the county transportation commission, grant funds may be applied for on a matching basis where the City is required to fund ten percent of the total cost of constructing the proposed bikeways and related facilities, such as sidewalks, pursuant to Streets and Highways Code Section 891.4(b).

GOALS, POLICIES AND IMPLEMENTATION MEASURES AND PROGRAMS

Goals, policies, and implementation measures for the City's transportation system address the question: What should the transportation system accomplish? The question refers to the transportation system as a whole rather than, for example, just the major streets and roads. It speaks to the fundamental long range goals of providing a transportation infrastructure for the region, and thereby sets the framework upon which all subsequent transportation decisions are based.

GOAL 1: Victorville as a balanced community with transportation alternatives.

POLICY 1.1: The City will provide a range of travel modes to provide alternatives to the use of single occupancy vehicles.

Imp. 1: The City will continue to participate in the Victor Valley Transit Authority which provides public transit, to ensure City routes efficiently, adequately, and effectively serve transit demand.

Imp. 2: The City will continue to participate in the San Bernardino Associated Governments (SANBAG) to encourage major employers to provide incentives for carpools, vanpools, and public transit use.

Imp. 3: The City will use the regional bicycle plan as a guide when a local bicycle plan is prepared.

- Imp. 4: The City will continue to require the installation of sidewalks, paseos in specific plans, and other rights-of-way designed to allow for pedestrian traffic.
- Imp. 5: The City will continue to work with Caltrans to provide park-and-ride lots at key locations.
- Imp. 6: The City will develop a transit center in Old Town to serve as an intermodal interface for trains, buses, automobiles and bicycles.

GOAL 2: Victorville a community with its transportation system and infrastructure serving its existing and projected land uses, and designed with convenience and safety.

- POLICY 2.1:** The City will provide a plan for a locally and regionally coordinated street system for the safe and efficient movement of people and goods.
- Imp. 1: The City will utilize the Congestion Management Program to ensure that, when required, new developments prepare Traffic Impact Analyses to identify improvements necessary on a CMP roadway to maintain an adequate level of service.
- Imp. 2: The City will review all proposed changes to roadway systems to ensure compatibility when those roads cross jurisdictional boundaries.
- Imp. 3: The City will synchronize traffic signalization systems to minimize traffic delays.
- Imp. 4: The City will continually assess intersection traffic patterns in order to redesign when necessary.
- Imp. 5: The City will design collector street systems which provide for efficient through movement as an emergency alternative to arterials.
- Imp. 6: The City will continue to review and monitor street improvements to ensure that the improvements are optimizing traffic flow efficiency.
- Imp. 7: The City will continue to coordinate the City of Victorville's circulation needs with those of adjacent jurisdictions, regional highway facilities and transit systems.
- Imp. 8: The City will continue to restrict residential driveway access to arterials.
- Imp. 9: The City will continue to require the installation of off-street parking facilities for new development in accordance with Title 18 to ensure that traffic congestion and traffic conflict points are minimized.
- Imp. 10: The City will continue its on-going assessment of off-street parking standards to help ensure both their adequacy and relevancy to specific uses.

- POLICY 2.2:** The City will continue to make efforts to reduce vehicle travel time through the City and improve emergency access by improving access.
- Imp. 1: The City will utilize the opticom system to increase the safety of emergency response vehicles traveling through intersections.
- Imp. 2: The City will work with Caltrans to widen the existing I-15 overpass at Mojave Drive.
- Imp. 3: The City will work with Caltrans to identify the preferred designs for the Nisqualli Road/La Mesa Road, Rancho Road/Falchion Road, and Eucalyptus Street interchanges with I-15, and construct the preferred designs when funding is available and construction warranted.
- Imp. 4: The City, in cooperation with the Town of Apple Valley and the County, will continue to explore the feasibility of extending Green Tree Boulevard/Ridgecrest Road across the Mojave River to Yucca Loma Road.
- POLICY 2.3:** The City will continue to design and construct transportation corridors that are easy to understand and that meet traffic safety standards.
- Imp. 1: The City will continue to use international symbols for all regulatory, warning, and guide signing.
- Imp. 2: The City will continue to ensure that all traffic signs safely demarcate traffic.
- Imp. 3: The City will install intersection safety lighting at signalized intersections, complete with overhead illuminated street name signs.
- Imp. 4: The City will continue to provide pavement legended pedestrian crosswalks at all signalized intersections and other locations, when warranted.
- POLICY 2.4:** The City will continue to minimize through traffic in residential neighborhoods.
- Imp. 1: The City will ensure that arterial street systems are designed to meet Level of Service "C" to encourage use of arterials for regional travel and minimize filtering through residential areas.
- Imp. 2: The City will continue to use curves on collector streets to encourage lower speeds and minimize the impression that they provide fast regional access.
- Imp. 3: The City will re-examine design standards for local streets to determine if narrower streets are practical and if their use would discourage residential through traffic.
- POLICY 2.5:** The City will ensure that truck routes are compatible with land uses and street improvements standards.

- Imp. 1: The City will continue to review its current truck routes to ensure land use and street improvement compatibility.

GOAL 3: Victorville with an efficient transportation system.

POLICY 3.1: The City will maintain its existing street classification system along with its design parameters except where modifications are necessary.

- Imp. 1: The City will utilize retrofit designs which may result in compromised street width standards but ensure the function of a roadway when additional right-of-way is unable to be obtained.

- Imp. 2: The City will periodically review the street pattern on the circulation map to ensure that the proposed design adequately supports traffic circulation.

- Imp. 3: The city will evaluate the existing street design classification to determine if streets are designed in an efficient manner.

POLICY 3.2: The City will link funding and construction of circulation improvements to development, intensity, type and location to ensure the provision of Level of Service (LOS) "C" operation.

- Imp. 1: The City will update travel demand forecasts based upon land uses.

- Imp. 2: The City will continue to collect transportation improvement fees at time of building permit issuance or occupancy.

GOAL 4: Victorville which requires that circulation infrastructure be constructed in an orderly and fiscally efficient manner.

POLICY 4.1: The City will monitor public circulation infrastructure improvements to ensure that said improvements serve existing and developing projects.

- Imp. 1: The City will ensure that language is included in any community facilities district agreements which ensures that public improvements do not precede actual development.

- Imp. 2: The City will review the capital improvement program each year to ensure that proposed public infrastructure projects are installed only when necessary so as to not over-burden road maintenance costs.

- Imp. 3: The City will use traffic analyses to substantiate road improvements based on at least a LOS "C".

CITY OF VICTORVILLE GENERAL PLAN



HOUSING ELEMENT

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT

1800 THIRD STREET, Room 430
P. O. BOX 952053
SACRAMENTO, CA 94252-2053
(916) 323-3176, FAX (916) 327-2643



November 19, 1997

Mr. James L. Cox
City Manager
City of Victorville
14343 Civic Drive
P.O. Box 5001
Victorville, California 92393-5001

Dear Mr. Cox:

Re: Review of the City of Victorville's Adopted Housing Element Update

Thank you for submitting Victorville's housing element update, adopted August 15, 1997 and received for our review August 22, 1997. We have reviewed the housing element update pursuant to Government Code Section 65585(b) and the other elements of the general plan for potential impacts on the development of housing.

A telephone conversation with Mr. Scott Priester, Senior Planner, facilitated our review. This letter summarizes the conclusions of our review and telephone conversation.

We are pleased to find that Victorville's adopted element is consistent with the draft element reviewed March 17, 1997. Therefore, the City's adopted housing element update is now in full compliance with State housing element law (Article 10.6 of the Government Code).

For your information, Governor Wilson recently signed SB 320 (Chapter 580, Statutes of 1997), which extends the existing planning period for local housing elements by one year. The next revision of Victorville's housing element is due to be adopted by the City Council and submitted to this Department by June 30, 1999.

We appreciate the City's efforts to complete the adoption of the housing element and wish you success in its implementation. We thank Mr. Priester for his cooperation. If we can assist in implementing the housing element, please contact Camilla Cleary, of our staff, at (916) 323-3185.

In accordance with their requests pursuant to the Public Records Act, we are forwarding a copy of this letter to the individuals listed below.

Sincerely,


Kimberley L. Dellinger
Deputy Director

TABLE OF CONTENTS

	<u>Page</u>
INTRODUCTION	1
Purpose of Element.....	1
GOALS	2
HOUSING PLAN	3
Population Trends	3
Employment Trends.....	10
Housing Needs	12
Victorville's Housing Characteristics	21
Residential Land Inventory	27
Governmental Constraints.....	29
Non-Governmental Constraints	34
Energy Conservation.....	36
Assisted Housing	36
Housing Action Plan	43
GOALS, POLICIES, AND IMPLEMENTATION MEASURES AND PROGRAMS	53

LIST OF FIGURES

	<u>Page</u>
Figure 1	Populations Projections 5
Figure 2	Generalized Undeveloped Residential Lands..... 30
Figure 3	Installed Mandatory Measures 37

LIST OF TABLES

	<u>Page</u>
Table 1	Population 3
Table 2	Population Trends, Victorville and Surrounding Areas 4
Table 3	Race and Ethnicity - 1980/1990 Census 7
Table 4	Income by Ethnicity - % of SCAG Region Family Median..... 7
Table 5	Age Characteristics of the Population 8
Table 6	Household Composition - 1990 Census 9
Table 7	Labor Force Data for Selected SCAG Region Cities 1995 - Labor force, Employment, Unemployment, Unemployment Rates 9
Table 8	Job Locations for Victorville's Residents..... 10
Table 9	Job Locations for Victorville Residents within Victor Valley 11
Table 10	Labor force by Occupation - 1990 11
Table 11	Victorville's Employment Characteristics 12
Table 12	Regional Housing Needs Allocation (1989-1996)..... 13
Table 13	Housing Needs Progress To-Date..... 14
Table 14	Quantified Housing Need Objectives 14
Table 15	Maximum Home Price by Income Category - Four Person Household..... 22
Table 16	Homeless Services Client Data 25
Table 17	Residential Land Use Categories and Acreage 28
Table 18	Permit Processing Fees..... 31
Table 19	Residential Development Fees 33
Table 20	Affordable Housing Programs 38
Table 21	Summary of Existing Assisted Housing Programs in Victorville 39
Table 22	Multiple and Single Family Revenue Bond Projects..... 40
Table 23	Federally Assisted Projects at Risk of Conversion..... 40
Table 24	1996 Rental Subsidy Rate Maximums..... 42
Table 25	Estimated Costs of Apartment Construction 45
Table 26	Estimated Costs of Single Family Housing Construction..... 46
Table 27	Victorville Housing Action Plan 50

INTRODUCTION

Purpose of this Element

State law is very specific concerning the preparation and content of Housing Elements. The State Legislature recognizes the importance of the Housing Element in the implementation of statewide housing goals which call for the provision of decent and sound housing for all persons. State law further emphasizes the importance of providing affordable housing to all income groups, indicating that it is the responsibility of local government to make sure this goal is realized. The mandated requirements concerning the preparation of housing elements is based on the following concerns outlined in Section 65581 of the California Government Code:

- Local governments should recognize their responsibilities in contributing to the attainment of the State's housing goals.
- Cities and counties should prepare and implement housing elements coordinated with State and Federal efforts in achieving the State's housing goal.
- Each local jurisdiction should participate in determining the necessary efforts required to attain the State's housing goals.
- Each local government must cooperate with other local governments in addressing regional housing needs.

California Government Code Sections 65580-65589.5 require that all cities and counties prepare a Housing Element as part of the required General Plan. Further, the State requires all cities and counties to review and update their housing elements every five years. This mandate is intended to ensure that cities and counties will conduct an appraisal of the community's housing resources and develop policies and programs for the provision and preservation of suitable housing for all residents regardless of race, income or age. All available land resources must be evaluated for their potential as sites for future housing. This evaluation also includes considerations of job access, community services and facilities, and general development potential. In addition, the housing element must analyze demographic and socio-economic characteristics of a community to ensure that housing goals, policies, and programs are suited to the needs of the City.

Pursuant to State law, the housing element shall contain an assessment of housing needs and an inventory of resources and constraints relevant to the satisfaction of these needs including the following:

- Analysis of population trends based upon historic, current and projected growth rates and local demographics.
- Analysis of employment trends based upon job location, labor force distribution and employment characteristics data.

- Projection and quantification of Victorville's existing and projected housing needs for all income groups.
- Analysis and documentation of Victorville's housing characteristics including: Level of housing cost compared to ability to pay; overcrowding; and housing stock condition. Analysis of housing for special needs groups including: Handicapped, elderly, larger families, female-headed households, families and persons in need of emergency shelter.
- An inventory of land suitable for residential development including vacant sites and sites having redevelopment potential and an analysis of the relationship of zoning, public facilities and services to these sites.
- Analysis of existing and potential governmental constraints upon the maintenance, improvement, or development of housing for all income levels including: Land use controls, building codes, site improvement, fees, exactions, processing and permit procedures.
- Analysis of existing and potential non-governmental (private sector) constraints upon maintenance, improvement, or development of housing for all income levels including: Financing, land cost, and construction cost.
- Analysis of opportunities for energy conservation with respect to residential development.
- Analysis of existing assisted housing developments and program efforts for preserving assisted housing in the City.

GOALS

- GOAL 1: Victorville as a community which encourages the provisions of a wide range of housing by location, type of unit, and price to meet the existing and future housing needs in Victorville.
- GOAL 2: Victorville as a community which provides housing for all persons regardless of race, religion, sex, marital status, ancestry, national origin, or color.
- GOAL 3: Victorville as a community which encourages the maintenance and preservation of the existing housing stock.
- GOAL 4: Victorville as a community which encourages the proper utilization of the undeveloped residential areas of the City.
- GOAL 5: Victorville as a city encouraging changes in State housing law to accurately reflect community housing needs.

HOUSING PLAN

Population Trends

Historic and Current Population

The City of Victorville experienced significant population growth in the late 1980's and was among the fastest growing areas in the State. However, recent growth rates have slowed. Currently the City of Victorville is ranked No. 21 in the State for population growth between 1994 and 1995 with a current population of 60,577 (See Table 1). Table 2 reveals that the City's growth rate, while slowing, still exceeds the growth rates experienced within San Bernardino County during the same period. This rate of growth can be attributed, in part, to the relatively low cost of land and housing. Individuals who cannot afford housing in Los Angeles, Orange County and the west end of San Bernardino County have migrated to Victorville. Consequently, many developers have constructed housing units emphasizing affordable home buying opportunities to a wide range of income groups.

Table 1
POPULATION

Year	Population	Change from Preceding Period	Percent Change from Preceding Period	Percent Change Annually
1962	8,110 ¹	-	-	9.70
1965	11,200 ¹	3,090	38.1	12.70
1970	10,845 ²	-355	-3.2	-.63
1975	12,450 ¹	1,605	14.8	2.96
1980	14,220 ²	1,770	14.2	2.84
1985	20,233 ¹	6,013	42.3	8.46
1990	40,674 ²	20,441	101.0	20.21
1995	60,577 ¹	19,903	48.9	9.78
¹ State Department of Finance Estimate				
² U.S. Census				

Table 2
POPULATION TRENDS, VICTORVILLE AND SURROUNDING AREAS

Jurisdiction	1980	1985*	1990	1995*	% Change 1990-1995
Victorville	14,220	20,397	40,674	60,577	48.9%
Barstow	17,690	19,677	21,472	22,619	5%
Fontana	37,111	49,481	87,535	105,240	20%
Redlands	43,619	50,511	58,317	67,284	13%
San Bernardino City	118,794	135,746	164,164	185,942	13%
San Bernardino County	895,016	1,062,713	1,418,380	1,618,158	14%

Source: U.S. Bureau of the Census

* California Department of Finance

Population Projections

Population projections are designed to project an area's population at some point in the future. A series of population projections were employed to project the Planning Area's population in 2000, 2005, 2010, and 2015. These projections consider population growth due to both immigration and natural increase.

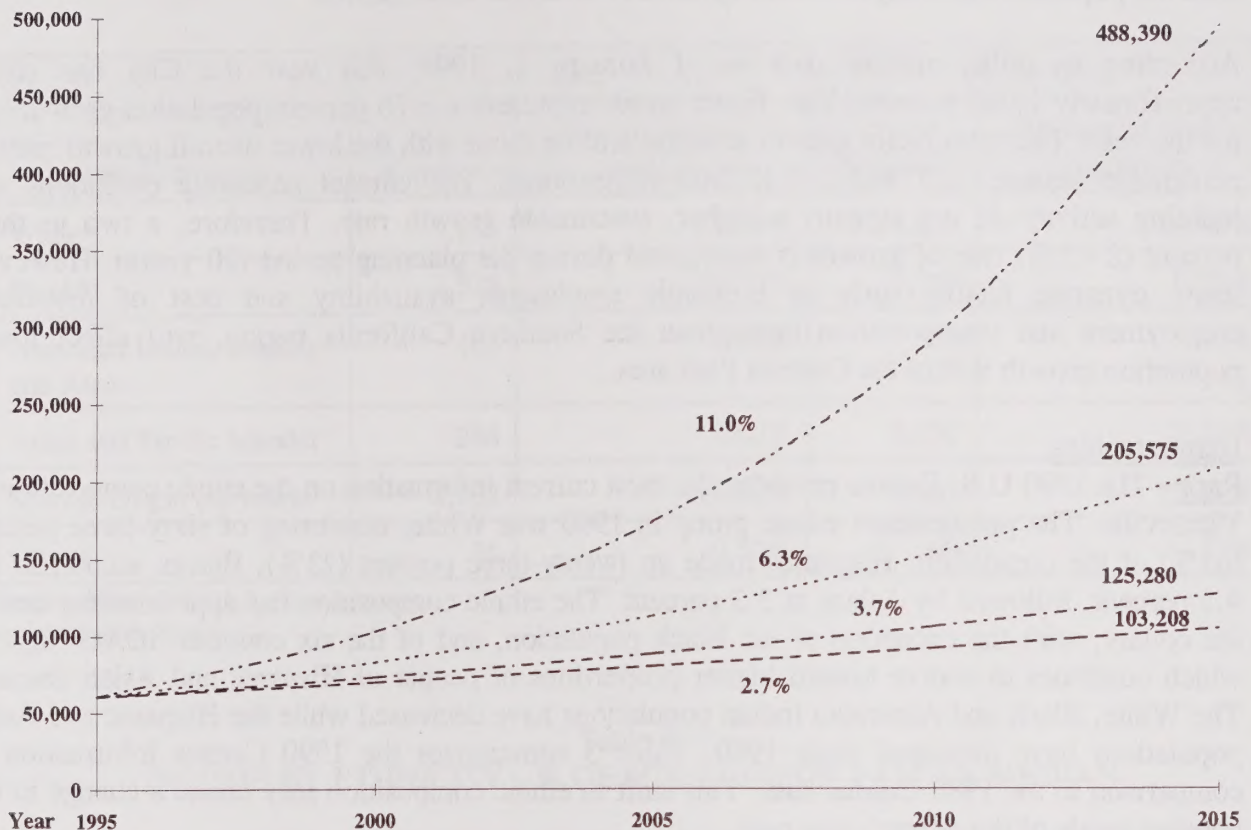
A "projection" refers to future population levels based on a set of assumptions contained in a particular method of calculating the projection. Analysts generally use several projection techniques with the resulting set of projections often containing a minimum, maximum, and midpoint range. No particular population projection technique has been found to be consistently more accurate than any other technique.

Based upon the land use policy as outlined in the Land Use Element, 106,062 units, in addition to the existing 22,768 units, could be constructed within the General Plan area assuming eighty percent build-out. Assuming a constant household size of 2.6 persons for the various types of housing units, the potential population of the General Plan area would be approximately 334,958.

Three of the four different growth scenarios used to project the City's population are based upon historical growth periods while the fourth is based upon Southern California Associated Governments (SCAG) projections for the R.S.A. in which Victorville is located (see Figure 1).

The first projection assumes population growth would be comparable to historic growth rates between 1970 and 1980 of 2.7 percent. The decade of the 1970's was marked by oil shortages and gasoline price increases. This resulted in higher vehicle operation costs which, coupled with the uncertainty of future fuel price increases, made long distance commuting from Victorville to centers of employment unattractive. In addition, there was not an extreme disparity in the price of housing between regions. The projected population for each of the years would be 69,209, 79,070, 90,337, and 103,208 respectively.

Figure 1
POPULATION PROJECTIONS



The second projection assumes an annual growth rate of 3.7 percent from 1990 to 2010, and 2.3 percent from 2010 to 2015 based upon SCAG projections in the Regional Comprehensive Plan and Guide adopted September of 1994. These projections are based upon geographic, transportation and economic models which track historic growth patterns, land use distribution, travel time to employment centers, as well as the type of jobs available. In addition, survey responses from individual cities, collected in 1991, were used. Projected population for each of the years would be 72,644, 87,116, 104,469, and 125,280 respectively.

The third projection assumes a 6.3 percent annual growth rate representing the City's average population increase from its incorporation in 1962 to 1995. This projection discounts the extremes of low and high growth periods which are reflections of change in the economy and related factors. However, this projection does not account for annexation of properties and their existing population, and therefore assumes a proportionate increase in area. The projected population for each of the years would be 82,219, 111,593, 151,462, and 205,575 respectively.

The fourth projection assumes an annual population growth rate of 11 percent, comparable to the period between 1980 and 1990. The decade of the 1980's was marked by both increased Federal spending on the military, which created additional jobs, and foreign investment along the west coast that inflated property values. In addition, oil prices became relatively stable. The disparity in housing prices between higher cost coastal regions and the lower cost High Desert area along

with predictable fuel costs made commuting long distance to centers of employment economical. This would be the least likely growth rate given the current economic trends. The projected population for each of the years would be 102,076, 172,004, 289,836, and 488,390 respectively, with the population nearing build-out by 2011.

According to utility release data as of January 1, 1996, this year the City has added approximately 1,069 persons. This figure would represent a 1.76 percent population growth rate for the year. The most likely growth scenario will be those with the lower overall growth rates; a percentage between 2.7 and 3.7 (SCAG projections). The current economic conditions and building activity do not support a higher, sustainable growth rate. Therefore, a two to three percent (2 - 3%) rate of growth is anticipated during the planning period (20 years). However, many dynamic factors such as economic conditions, availability and cost of resources, employment and transportation throughout the Southern California region, will affect future population growth within the General Plan area.

Demographics

Race - The 1990 U.S. Census provides the most current information on the ethnic composition of Victorville. The predominant ethnic group in 1990 was White, consisting of sixty-three percent (63%) of the population. Hispanics made up twenty-three percent (23%), Blacks accounted for 9.2 percent, followed by Asians at 3.3 percent. The ethnic composition has approximated that of the county, with the exception of the Black population, and of the six counties SCAG Region, which continues to evolve toward higher proportions of people of Hispanic and Asian descent. The White, Black and American Indian populations have decreased while the Hispanic and Asian populations have increased since 1980. Table 3 summarizes the 1990 Census information in comparison to the 1980 Census data. This shift in ethnic composition may create a change in the housing needs of the general plan area.

Table 4 shows that within the SCAG Region more than one-third (1/3) of Hispanic and Black households are classified as very low income, as well as one-fourth (1/4) of Asian households. Therefore, an additional need for low income housing units may occur over time if these income and population trends continue. In addition, the SCAG Regional Comprehensive Plan and Guide (RCPG) also states that "[t]he ethnic make up of this population [SCAG six county region] will continue to evolve toward higher proportions of people of Hispanic and Asian descent. Whereas, in the past, migration played a dominant role in population increase births will constitute the major portion of future growth." According to the 1990 Census data, persons per unit, by race were as follows: White - 2.76; Black - 3.15; American Indian - 4.30, Asian - 2.98; Hispanic - 3.61; and Other - 3.79. The increase in the Hispanic proportion of the population may contribute to the overall increase in persons per household and over-crowding of units. An increase in the occupancy per unit can increase the rate of deterioration of housing.

Table 3
RACE AND ETHNICITY-1980/1990 CENSUS

Ethnic Groups	1980		1990	
	Number	Percent of Total Population	Number	Percent of Total Population
White*	9,889	69.50%	25,827	63.00%
Black*	1,523	10.70%	3,750	9.20%
American Indian, Eskimo and Aleut	165	1.20%	323	.79%
Asian and Pacific Islander	286	2.00%	1,352	3.30%
Spanish Origin (all races)	2,282	16.00%	9,353	23.00%
Other*	75	0.50%	69	.17%

Source: 1980, 1990 U.S. Census

* Not Spanish Origin

Table 4
INCOME BY ETHNICITY - % OF SCAG REGION FAMILY MEDIAN

MEDIAN INCOME	WHITE	BLACK	HISPANIC	AMERICAN INDIAN	ASIAN
0-50%	0.18	0.37	0.38	0.29	0.25
51-80%	0.12	0.16	0.21	0.16	0.13
81-95%	0.07	0.08	0.09	0.08	0.07
> 95%	0.61	0.39	0.32	0.47	0.55

Adapted from the Regional Comprehensive Plan and Guide (SCAG), May 1995.

Age - Both the 1980 and 1990 Censuses provided information concerning the age of the population within the City of Victorville. These statistics make it possible to compare the data over time and to notice shifts in the age of the population.

Examination of Table 5 reveals that the number of pre-school and primary school aged children increased by 266.7 percent and 240.4 percent respectively. Further, the working aged segment has increased proportionately at 234.9 percent indicating an increase in the number of young families. The retirement aged group has experienced approximately the same rate of increase (180.7%) as the general population (186%); however, they have decreased as a percentage of the

total population. The implications of this demographic trend is that an emphasis will have to be placed on providing services and facilities such as schools and parks for families. Finally, the retirement aged segment of the population will require additional services and facilities. Continuation of these demographic trends will be dependent upon the availability of relatively affordable housing, employment opportunities in the region and the establishment of services to attract and support these age segments.

Table 5
AGE CHARACTERISTICS OF THE POPULATION

Age Group	1980		1990		Change	
	No.	%	No.	%	No.	%
0 - 4 (pre-school)	1,139	8.0	4,177	10.3	3,038	266.7
5 - 14 (primary school)	2,042	14.4	6,951	17.1	4,909	240.4
15 - 19 (high school)	1,411	9.9	2,512	6.2	1,101	78.0
20 - 24 (college, apprenticeship)	1,591	11.2	3,005	7.4	1,414	88.9
25 - 54 (working)	4,889	34.4	16,373	40.2	11,484	234.9
55 - 64 (early retirement)	1,469	10.3	2,952	7.3	1,483	101.0
65+ (retirement)	1,679	11.8	4,704	11.5	3,025	180.7
Total	14,220	100.0	40,674	100.0	26,454	186.0

Source: 1980, 1990 U.S. Census

Households - A household, according to the Bureau of the Census, is any group of persons living together in a dwelling unit. A survey of household characteristics is useful to determine overcrowding or under-utilization, household size, and socio-economic characteristics.

In 1995 Victorville's total household population (excluding group quarters) was estimated to be 60,091 persons occupying 22,768 units (California Department of Finance Estimate); the average household size was estimated at 3.122 persons. The number of persons per unit has continued to increase annually since 1988, while the vacancy rate has also increased over the past five years. The increase in the number of young families along with shifting ethnicity may account for the household size. Furthermore, as noted in Table 5, the retirement age population, while increasing in total numbers, has actually slightly decreased as a percentage of the total population.

In addition to households, a small portion of the population lives in group quarters, which include home care centers, convalescent homes, rooming houses, and the county jail. In 1990, these group quarters housed 421 persons.

Families, defined by the Bureau of the Census as persons living in the same household who are related to the householder by birth, marriage, or adoption, comprised seventy-five percent (75%)

of the households in 1990 further indicating an increase in families. Single person households accounted for twenty percent (20%) of household population. Table 6 summarizes Census statistics describing household composition for 1990.

Table 6
HOUSEHOLD COMPOSITION - 1990 CENSUS

	Number	Percent	Average Size
Families	10,604	76.0	3.27
Single Persons	2,878	21.0	1.00
Other - Group Quarters	421	3.0	N/A
TOTAL	13,903	100.0	2.83

Source: 1990 U.S. Census

Employment Trends

Employment Characteristics

Victorville serves as the primary employment center for residents in the high desert providing nearly half the jobs in the Victor Valley as indicated in Table 3, entitled "Employment Characteristics 1990", of the Land Use Element. The professional, wholesale and retail trade industries employ the greatest number of Victorville residents, in addition to attracting workers from surrounding communities. Employment statistics provide useful information about commuting patterns and income levels, which can be used to assess housing needs.

Table 7
LABOR FORCE DATA FOR SELECTED SCAG REGION CITIES 1995
LABOR FORCE, EMPLOYMENT, UNEMPLOYMENT, UNEMPLOYMENT RATES

County/City	Population (1-1-95)	Labor Force	% Labor Force Per Population	Employment	Unemployment	Unemployment Rate
Chino	64,300	28,400	44 %	26,700	1,700	6.1
Fontana	105,200	42,500	40 %	39,100	3,400	8.1
Montclair	30,600	15,200	50 %	13,900	1,300	8.3
Ontario	145,700	69,900	48 %	64,300	5,600	8.0
Rancho Cucamonga	117,900	57,100	48 %	54,000	3,100	5.4
Redlands	67,300	31,400	47 %	29,700	1,700	5.4
Rialto	81,600	35,000	43 %	31,900	3,100	8.9
San Bernardino	185,900	73,800	40 %	65,000	8,800	12.0
Upland	67,900	36,500	54 %	34,400	2,100	5.7
Victorville	60,600	17,700	29 %	15,700	2,000	11.4

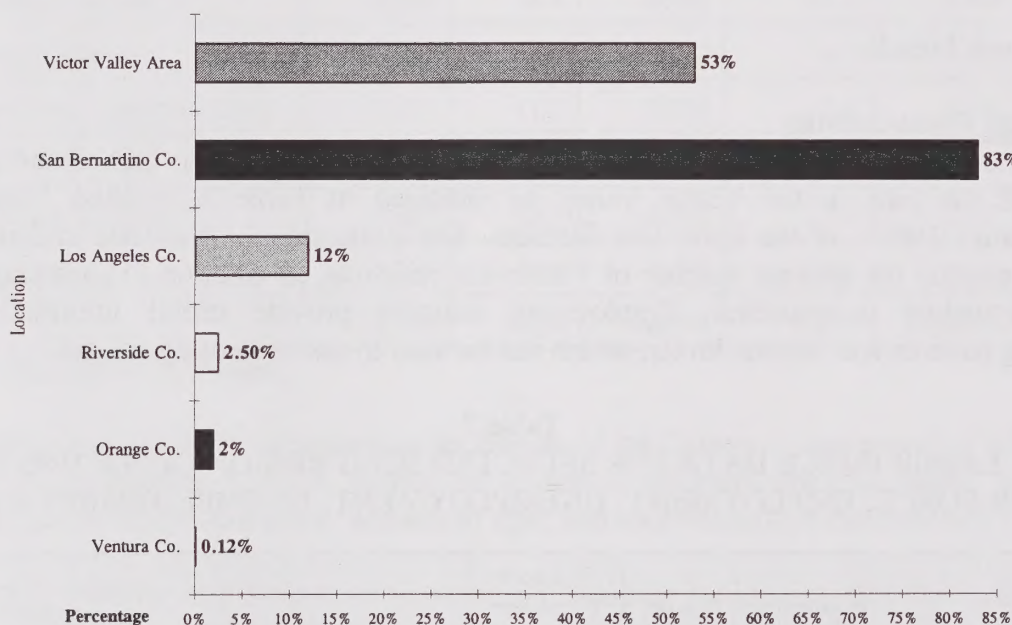
Source: California Employment Development Department

In 1987 thirty-one percent (31%) of Victorville's population was considered to be in the labor force, while in 1995, twenty-nine (29%) was considered to be in the labor force. The low percentage of labor force per population may be due to the number of children, as well as families in which one "working age" parent must care for the children, limiting employment opportunities.

Job Locations

Table 8 illustrates job locations for Victorville residents. In 1990, almost all of Victorville's labor force (83%) worked within San Bernardino County, with fifty-three percent (53%) working in the local Victor Valley area.

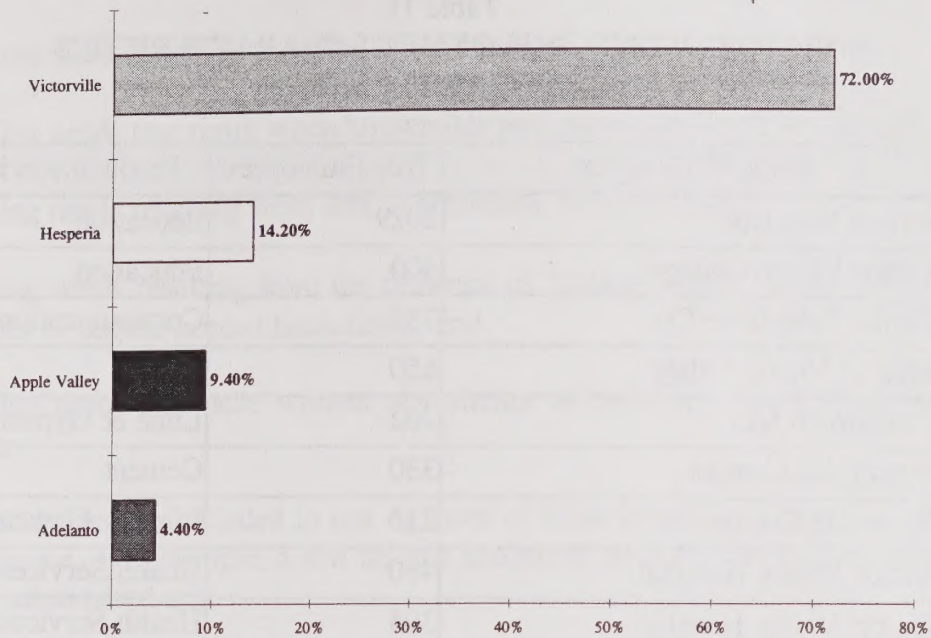
Table 8
JOB LOCATIONS FOR VICTORVILLE'S RESIDENTS - 1990



Source: SCAG (1990 Census)

Table 9 indicates that of the total number of Victorville residents working in the Victor Valley, fifty-three percent of Victorville's labor force, approximately seventy-two percent of those working in the Victor Valley, work in Victorville, while approximately twenty-eight percent work in other Victor Valley cities.

Table 9
JOB LOCATIONS FOR VICTORVILLE RESIDENTS WITHIN VICTOR VALLEY

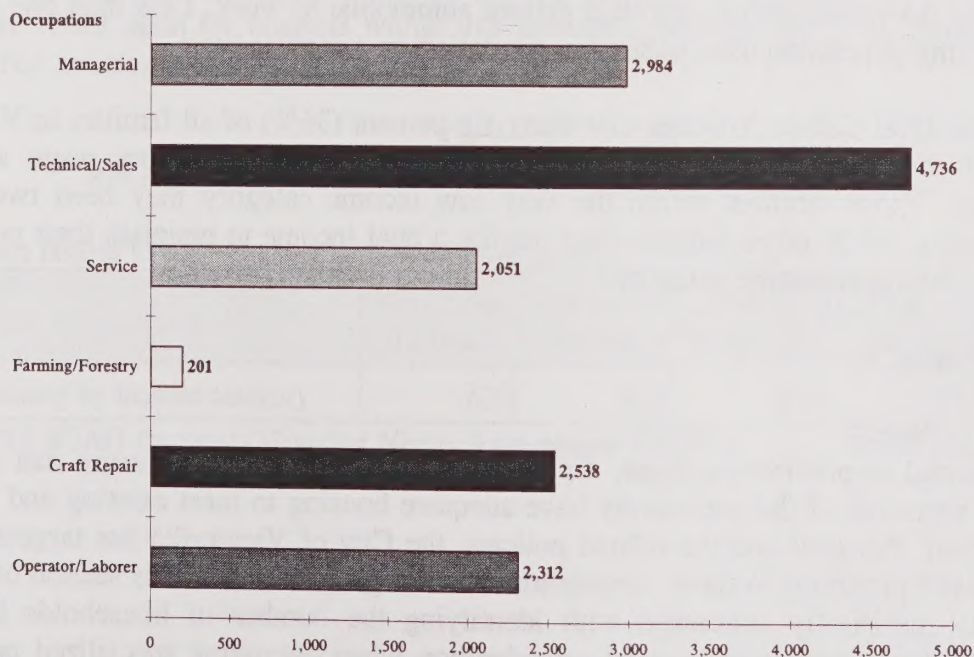


Source: SCAG (1990 Census)

Labor Force Distribution

Table 10 shows the 1990 labor force distribution for Victorville residents by occupation. Of the 14,822, approximately thirty-two percent of Victorville's labor force, 4,736 persons were employed in technical/sales occupations.

Table 10
LABOR FORCE BY OCCUPATION - 1990



Source: Bureau of the Census

The major employers in the City of Victorville are listed in Table 11.

Table 11
VICTORVILLE'S EMPLOYMENT CHARACTERISTICS
MAJOR EMPLOYERS

Name of Company	No. Employees	Product/Service
School Districts	2029	Education
Victor Valley College	500	Education
Contel Telephone Co.	732	Communication
Mall of Victor Valley	650	Retail
Southdown Inc.	202	Lime & Gypsum
Mitsubishi Cement	330	Cement
Riverside Cement	215	Lime & Gypsum
Victor Valley Hospital	480	Health Services
Desert Valley Hospital	305	Health Services
City of Victorville	271	Government
AFG Industries	249	Glass
Southern California Edison	128	Electrical
Southwest Gas Company	136	Natural Gas
Source: Victorville Planning Department		

According to 1990 census data, the average worker's commute time was twenty-nine (29) minutes and the typical worker drove a private automobile to work. Less than one percent (1%) of the working population used public transportation on a regular basis.

Further, the 1990 Census indicates that thirty-six percent (36%) of all families in Victorville had more than one source of income which may be a reflection of low wage and/or salary occupations. Those families within the very low income category may need two incomes to afford housing, while other families may require a dual income to maintain their position within the low or moderate income category.

Housing Needs

Summary of Needs

As emphasized in previous sections, a primary goal of the City is to ensure that all social and economic segments of the community have adequate housing to meet existing and future needs. To implement this goal and the related policies, the City of Victorville has targeted its housing and assistance programs to those households with the greatest need. This section of the Housing Element is specifically concerned with identifying the number of households that meet the Federal and State criteria for special consideration when discussing specialized needs. The six major "needs" categories considered in this Element include:

- Housing needs which result from increased population growth in the Planning Area and in the surrounding region as reflected by Regional Housing Needs Allocation;
- Housing needs resulting from the deterioration of existing housing units;
- Housing needs that result when households pay more than they can afford for housing;
- Housing needs resulting from loss of affordable housing units;
- Housing needs resulting from the presence of "special needs" groups such as very large families or female-headed households; and
- Housing needs for those without any shelter or those households requiring temporary shelter.

Some households may be included in one or more of these categories since each category is not mutually exclusive. For example, a low income household may also be a single parent household residing in a substandard unit.

Pursuant to Government Code Section 65584(a), "Each locality's share [of regional housing needs] shall be determined by the appropriate council of governments...The Department of Housing and Community Development shall determine the regional share of the statewide housing need at least two years prior to the second revision, and all subsequent revisions as required pursuant to Section 65588 [Government Code]."

The Regional Housing Needs Assessment (RHNA) numbers have not been determined by the Southern California Association of Governments (SCAG) since the Legislature and Governor have suspended the RHNA mandate for fiscal year 1994/95. Therefore, the existing RHNA numbers are relied upon for analysis within this Element. Housing needs based upon the 1988 SCAG RHNA are summarized in Table 13.

Table 12
REGIONAL HOUSING NEEDS ALLOCATION (1989-1997)

Housing Units needed to support anticipated population growth

	Very Low Income	Low Income	Moderate Income	High Income	Total
1989-97 Housing by income category	620	863	718	1,342	3,543

Source: 1988 SCAG Regional Housing Needs Assessment (RHNA)

Table 13
HOUSING NEEDS PROGRESS TO-DATE

Housing need by income category	Very Low	Low	Moderate	High	Total
EXISTING HOUSING PROVIDED/DEVELOPED 1989-1996					
Rehabilitation	0	58	0	0	58
Senior Rehabilitation	72	38	2	0	112
Scattered Site	9	13	0	0	22
Homeless Shelter	55	0	0	0	55
Conservation	200				200
New Section 8	270				270
Multi-Family Mortgage Revenue Bonds	32	131	0	0	163
TOTAL	638	240	2	0	880
NEW CONSTRUCTION					
Redevelopment Agency	28	61	51	0	140
Single-Family Mortgage Revenue Bonds	7	56	106	0	169
Home Owner Assistance Program (ECD)	4	0	0	0	4
Private Development	31	1,059	1,688	724	3,502
Market Rate Apartments	28	24	0	0	52
TOTAL	98	1,200	1,845	724	3867
Remaining 1995-96 Need	522	0	0	618	
Source: 1988 SCAG Regional Housing Needs Assessment (RHNA) San Bernardino County Housing Authority San Bernardino County Economic & Community Development Victorville Building Department Victorville Planning and Development Department					

Table 14
QUANTIFIED HOUSING NEED OBJECTIVES

Income Level	New Construction	Rehabilitation	Conservation
Very Low Income	100 units	50 units	200 units
Low Income	1,000 units	60 units	99 units
Moderate Income	600 units	10 units	0 units
High Income	15 units	0 units	0 units

Source: 1988 SCAG Regional Housing Needs Assessment (RHNA)
 San Bernardino County Housing Authority
 San Bernardino County Economic & Community Development
 Victorville Building Department
 Victorville Planning and Development Department

Quantified housing need objectives are required pursuant to Section 65583(b)(1)(2) of the Government Code. This section states that "[t]he quantified objectives shall establish the maximum number of housing units by income category that can be constructed, rehabilitated, and conserved over a five-year time period." The need for low and moderate income housing is being accommodated by private development and the development of high income housing is not constrained.

With regard to RHNA figures, the City of Victorville had accommodated both the low and moderate income levels through private development. There is a remaining need for both very low and high income levels; however, high income households are able to afford housing anywhere within the general plan area and do not require assistance of any kind. Therefore, any future efforts to provide housing should be targeting very low income households in order to provide units consistent with the RHNA numbers as required pursuant to Government Code Section 65584. The housing need objectives are based upon 1995 historical development data which reflects the increased percentage of homes affordable to lower income households as well as the downward trend in the number of homes being developed.

There are a large number of housing programs funded and administered by a variety of agencies that are available to Victorville residents. These programs are described below.

The Section 8 Rental Assistance Program provides rental subsidies which represent the difference between the excess of thirty percent (30%) of the gross monthly income and the actual rent. This is accomplished through either a voucher program or a Section 8 designated housing project. Under this program, there are two multi-family housing projects (Rodeo Drive and Sherwood Villa) with a total of 200 units set aside for Section 8 recipients.

The Section 8 Rental Voucher Program provides for the payment of rental subsidies to eligible individuals and families renting privately owned units in the City. Vouchers permit tenants to locate their own housing. Under this program, Victorville has secured a total allocation of 116 vouchers/certificates.

As of December 1995, there were 130 households on the waiting list for Section 8 assistance in Victorville. Total County households on the waiting list was 3,953. These applications have been on file since at least June 1994. The Housing Authority stopped taking Section 8 assistance applications for all of San Bernardino County at that time in order to concentrate their efforts on assisting the households already on the waiting list.

Redevelopment Set-Aside - There are two redevelopment areas affecting the General Plan area; one is contained within and administered solely by the City of Victorville and the other includes portions of the City, other local jurisdictions, and is administered by the local reuse agency. The project area administered solely by the City includes the Hook Boulevard/I-15 Interchange area. According to State redevelopment law, Section 33334.2 of the Health and Safety Code, twenty percent (20%) of the tax increment from any redevelopment project area is to be set aside for low and moderate income housing programs. In early 1991, the Redevelopment Agency's housing monies were used to purchase a partially constructed 140 unit multi-family housing development (Northgate) that the developer was unable to complete. The City completed the

aside twenty percent (28 units) for low and moderate income families and of this number fifteen percent (4 units) are set-aside for very low income families.

Funds can be used to:

- Acquire or improve land or building sites;
- Donate land to private or public persons or entities;
- Construct, acquire, or rehabilitate buildings or structures;
- Provide subsidies to benefit persons and families of low and moderate income;
- Develop plans, pay principal and interest on bonds, loans, advances on other indebtedness or pay financing or carrying charges;
- Pay relocation and replacement housing costs associated with redevelopment activity; and
- Assist in preserving or expanding the community's supply of mobile homes.

The intent of the State law is that funds set aside for low and moderate income housing be used to respond to housing needs created by redevelopment activity. Set aside funds may be used anywhere within the City for these purposes.

Pursuant to Section 33413(b)(1) of the Health and Safety Code, as amended September 28, 1994, at least thirty percent (30%) of all new and substantially rehabilitated dwelling units developed by a redevelopment agency shall be available at a cost affordable to low or moderate income households. Furthermore, at least fifty percent (50%) of these units shall be available at a cost affordable to and occupied by very low income households.

Pursuant to Section 33413(b)(2) of the Health and Safety Code at least fifteen percent (15%) of all new and substantially rehabilitated dwelling units developed within a redevelopment project area by public or private entities shall be available at a cost affordable to low or moderate income households. Furthermore, at least forty percent (40%) of these units shall be available at a cost affordable to very low income households.

Victor Valley Redevelopment Project - In addition, the local reuse agency, Victor Valley Economic Development Authority (VVEDA), redevelopment area includes portions of the City of Victorville, Hesperia, Apple Valley and unincorporated County lands. This project area was created as part of a redevelopment plan intended to provide the mechanism and funding to acquire and reuse the former George Air Force Base (Southern California Logistics Airport), ensure adequate access and promote economic development therein. Within this project area there exists lands in the City of Victorville designated for residential land use. As these lands are approved for development projects, developers will be required to comply with the above noted housing unit affordability standards for lower and moderate income households. The provisions of the Health and Safety Code with regard to redevelopment areas will further provide housing units needed to satisfy RHNA numbers.

CDBG Program - Through the Community Development Block Grant (CDBG) Program, HUD provides grants and loans to local governments for funding a wide range of community development activities.

CDBG Rehabilitation Loans - This program, under an agreement with Security Pacific National Bank and Pomona First Federal, provides six percent (6%) interest rate housing rehabilitation loans of up to \$15,000 to lower income homeowners and apartment owners throughout the County. All health and safety problems must be corrected before any other home improvements can be made.

CDBG Senior/Disabled Repair Grants - These grants are available to lower income seniors and disabled households for needed housing repairs, including handicapped access and unit painting (Sponsor: San Bernardino County Office of Economic and Community Development).

Mortgage Revenue Bond Financing - San Bernardino County issues bonds to support the development of multi-family or single-family housing for low and moderate income households.

Section 33334.2 of the Health and Safety Code requires that twenty percent (20%) of the total units in an assisted project be reserved for lower income households with one half of these reserved units to be set aside for very low income households. Mortgage Revenue Bonds have been used to finance five multi-family rental projects in the City of Victorville (Sponsor: San Bernardino County Office of Economic and Community Development).

Home Improvement Loan Program - Below market interest rate loans (3%) up to \$45,000 for eligible homeowners. Eligible improvements include new roofs, exterior paint and other minor improvements; however, all health and safety violations must be corrected (Sponsor: San Bernardino County Office of Economic and Community Development).

Repair Service Program for Senior Homeowners - One time grant of labor and material for eligible homeowners for minor repairs and weatherization and insulation (Sponsor: San Bernardino County Office of Economic and Community Development).

Various Housing and Urban Development (HUD) Programs -

Sec. 202:	100% financing for rental housing projects developed and owned by non-profit organizations.
Sec. 203(k):	Insurance for acquisition and rehabilitation financing single family homes.
Sec. 207:	Rental Housing.
Sec. 213:	Cooperative Housing.
Sec. 221(d)(3):	Rental and cooperative housing for moderate income families.
Sec. 223(f):	Purchase and refinance of existing rentals.
Sec. 241:	Supplemental loan insurance for existing multi-family rental housing.
Sec. 203(b):	Insurance for single family homes.
Sec. 234(c):	Insurance for condominiums.

Supportive Housing Program - Provides grants to assist the homeless through the provision of transitional housing, permanent housing for homeless persons with disabilities, supportive housing and services (Sponsor: Department of Housing and Urban Development).

Shelter Plus Care Program - Provides rental assistance that is either tenant-based, project-based, or sponsor-based to maximize independence for disabled homeless persons (Sponsor: Department of Housing and Urban Development).

Youth Build - Provides grants for projects employing disadvantaged drop-outs aged sixteen to twenty-four to build transitional housing and low-income housing in exchange for wages, job training and education (Sponsor: Department of Housing and Urban Development).

John Heinz Neighborhood Development Program - Provides grants to non-profit community development organizations to leverage funds from local sources to implement neighborhood development projects, including development of new housing and rehabilitation of existing housing (Sponsor: Department of Housing and Urban Development).

FHA Single Family Mortgage Insurance - Provides mortgage insurance for the purchase of single-family housing, condominiums and co-ops (Sponsor: Department of Housing and Urban Development).

The Home Program - Provides grants to state and local governments and non-profit organizations to assist low-income, first-time homebuyers in becoming homeowners by utilizing government owned or financed single-family properties (Sponsor: Department of Housing and Urban Development, and administered by the San Bernardino County Office of Economic and Community Development).

Land Assemblage and Write-Down - A city can utilize both CDBG and redevelopment set-aside monies to write down the cost of land for the development of senior citizen and/or affordable housing projects by a private (usually not-for-profit) developer.

Shared Equity Program - Equity sharing allows lower income households to purchase a home by sharing the down payment and purchase costs. When the house is sold, the equity is shared according to an agreement made prior to purchase.

Scattered Site Housing Program - Units are purchased by the San Bernardino County Housing Authority and rented to low income households at Section 8 income and rent limits. This program is designed to provide small scale public housing which blends in with the surrounding neighborhoods. As of February 1996, there were thirty-one (31) units provided through this program in Victorville (Sponsor: San Bernardino County Housing Authority).

Mobile Home Park Assistance Program (MPAP) - This program provides loans to low-income mobilehome park residents or to organizations formed by park residents to own and/or operate their mobilehome parks, allowing residents to control their housing costs. Loans are limited to fifty percent (50%) of the purchase price plus the conversion costs of the mobilehome park and are awarded by the State on a competitive basis (Sponsor: State Department of Housing and Community Development).

Rental Housing Construction Program - Loan funds to government agencies and for profit and nonprofit sponsors of new rental housing projects (Sponsor: State Department Housing and Community Development).

California Housing Rehabilitation Program (Prop. 77) - Loan funds for the acquisition and rehabilitation of unreinforced masonry or substandard low income rental housing developments (Sponsor: State Department of Housing and Community Development).

Senior Citizens Shared Housing Program - Funds technical assistance to, matching services for and development costs of shared housing for senior citizens (Sponsor: State Department of Housing and Community Development).

Self-Help Housing Program - Technical Assistance grants and mortgage assistance for owner-builder organizations (Sponsor: State Department of Housing and Community Development).

Family Housing Demonstration Program - Loan funds for construction or purchase and rehabilitation of housing that includes support services such as child care, job training, etc (Sponsor: State Department of Housing and Community Development).

Building Equity and Growth in Neighborhoods (BEGIN) - Provides direct assistance to low-income first-time homebuyers through a deferred or amortized ban for down payment or closing cost assistance or second mortgages for a newly-constructed unit (Sponsor: State Department of Housing and Community Development).

Farmworker Housing Grant Program - Provides housing opportunities to agricultural households. It is unlikely that this program would be used in Victorville since according to the 1990 Census there were only forty-two such households in the City. Further, there were only 201 persons employed in farming/forestry in 1990 (Sponsor: State Department of Housing and Community Development).

Urban Predevelopment Loan Program - Provides predevelopment loan for purpose of acquisition of land for lower income housing. Fifty-one percent (51%) of the units in the resulting development must be occupied by low-income households (Sponsor: State Department of Housing and Community Development).

Emergency Housing Assistance Program - Each county received a grant allocation for use in shelter acquisition and rehabilitation, equipment purchased and program costs (Sponsor: State Department of Housing and Community Development).

Fannie Mae/CaHLIF 3% Downpayment Home Loans - Provides mortgage insurance funds to allow lower down payments (Sponsor: California Housing Loan Insurance Fund/California Housing Finance Agency).

Mobile Home Park Tenant Acquisition Program - Provides tax-exempt bond financing for tenant acquisition of mobile home parks, in conjunction with the State Mobile Home Park Resident Ownership Program and/or local government funding. This program is technically in

effect; however, no funding is currently available (Sponsor: California Housing Finance Agency).

Tax-Exempt Affordable Mortgage Program - Provides bond financed fixed-rate mortgages for thirty to forty years to developers of housing that has at least twenty percent (20%) of units occupied and affordable to households making no more than fifty percent of county median income (Sponsor: California Housing Finance Agency).

Taxable Affordable Mortgage Program (Insured) - Provides taxable bond financed mortgages for rental housing of which twenty percent is occupied by and affordable to very low income households. Used with FHA insurance, the program can finance affordable rental housing under tax credits (Sponsor: California Housing Finance Agency).

Single Family Homeownership Program - Provides single-family homeownership loans requiring only three percent (3%) downpayment and at below-market interest rates to first-time moderate income buyers. A one percent reduced origination fee is charged (Sponsor: California Housing Finance Agency).

Affordable Housing Partnership Program - Provides below market rate mortgages to qualified low-income single-family home buyers who also receive direct financial assistance from their local government, such as downpayment assistance or closing cost assistance (Sponsor: California Housing Finance Agency).

Low-Income Housing Tax Credit Program - To encourage low-income housing production and provide lower rents by offering a federal (and state) income tax credit based on the cost of acquiring, rehabilitating or constructing low-income housing (Sponsor: Tax Credit Allocation Committee/State of California).

Other Methods of Financing and Conserving Affordable Housing -

Affordable Housing Density Bonus - The City of Victorville Zoning Ordinance does provide for a density bonus for affordable housing in new development in the R-2, R-3, and R-4 zone districts. A density bonus may be granted when a developer agrees to allocate at least twenty-five percent (25%) of the units in a housing development for occupancy by households with low or moderate incomes as defined in Section 50093 of the Health and Safety Code or ten percent (10%) of the total units in a development for lower income households as defined in Section 50079.5 of the Health and Safety Code.

Non-Profit Construction - A non-profit housing corporation works to develop, conserve and promote affordable housing, either owner or renter-occupied. The non-profit is often involved with what is called "assisted housing", where some type of government assistance (such as Section 8) is provided to the individual household to keep rents affordable. A non-profit corporation can help meet the goals for additional housing by implementing or assisting with the implementation of programs described in this element. An example of this kind of project in Victorville is the Northgate Apartments where a non-profit corporation was formed to sponsor the housing project.

Reverse Mortgage Program - Elderly homeowners draw needed income from the accumulated equity in their homes through a reverse mortgage which is a deferred payment loan or series of loans for which a home is pledged as security. Qualification for the loan is based primarily on property value rather than on income, allowing the elderly homeowner on a fixed income to receive a loan for which he or she would not otherwise qualify. Most reverse mortgage programs permit homeowners to borrow up to eighty percent (80%) of the assessed value of their property, receive needed principal of up to twenty-five percent (25%) of the loan, and then receive monthly annuity payments for the life of the loan.

Limited Equity Cooperatives - A housing cooperative is owned by a corporation made up of the cooperative's residents who own a share in the corporation and thereby have the right to occupy a specific unit. In a limited equity cooperative, the sell price of a share is limited to ensure long term unit affordability. A city can encourage the formation of limited equity cooperatives by providing technical assistance to groups trying to organize a co-op.

Manufactured Housing - The City of Victorville permits manufactured or prefabricated housing in all zone districts allowing residential dwelling units as long as the unit complies with standards outlined in Section 18.58.120 of the Zoning Ordinance. Mobile homes account for approximately ten percent (10%) of the housing in the City. Of the 1,570 mobile homes located in the City in 1990, 602 or 38.3 percent were "constructed" since 1980.

Private Financing - Savings Associations Mortgage Company (SAMC). A statewide organization supported by stockholder savings institutions to provide financing for affordable housing projects.

California Community Reinvestment Corporation (CCRC). A resource pool supported by the state's banks to assist in financing affordable housing.

Victorville's Housing Characteristics

Substandard Units

Almost fifty-five percent (55%) of the housing stock in the City of Victorville was constructed within the past ten years. Nearly ninety percent (90%) of the housing in the City was constructed since 1960. For this reason, most of the housing is in good condition and does not require any major rehabilitation or replacement.

The Housing Assistance Program (HAP) prepared for the City in 1979 indicated that 211 units were in need of rehabilitation. Many of these substandard units are located in the Central City planning area. In addition, there are a number of units requiring rehabilitation in the older Mountain View Acres subdivision in the unincorporated portions of the West Bear Valley and West City planning areas.

Between 1989 and 1996, 170 units received assistance for rehabilitation purposes. The City would anticipate the rehabilitation of at least ten units per year during the five year planning period.

Approximately twenty units within the Central City Planning Area in the vicinity of the "old town" constructed prior to 1940 also require replacement. Many of these units are very small and situated on lots 3,550-square feet in area. The Building Department has approved 10 demolition permits for single family homes since 1989. It is anticipated that private development will continue to meet the replacement needs of units removed from the housing stock based upon historical development data for the City of Victorville.

Housing Affordability

Data obtained from the 1990 Census indicates that of the total 14,074 households in Victorville in 1989, 7,338 households (52%) were identified as lower income households earning eighty percent or less of the County median income.

The Federal Government has adopted a national standard that is used to identify lower income households that pay in excess of what they can afford for housing. These standards indicate that those households paying more than 30 percent of the total annual earnings may be paying more than it can afford for housing. According to the 1990 Census, 4,794 lower income households (39%) are paying over thirty percent of their income for shelter. The basic assumption is that households paying an excessive amount for housing will be spending less money for food, clothing, health care, and other necessities. Table 15 shows the maximum affordable monthly payment for housing by income category as well as the corresponding maximum home purchase price in 1995 based upon the prevailing interest rate and a thirty year mortgage. Affordable housing is that which does not cost more than thirty percent (30%) of the household annual income. A very low income family of four with an annual income of \$21,150.00 (1995) could afford to pay \$528.75 a month for housing, which would have allowed the purchase of a home ranging in price from \$65,683 to \$77,529 depending upon the current interest rate.

Table 15

MAXIMUM HOME PRICE BY INCOME CATEGORY - FOUR PERSON HOUSEHOLD

MONTHLY HOME PRICE BY INCOME CATEGORY FOR PERSON HOUSING												
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Int. Rate	9.1	8.9	8.4	8.3	8.2	7.8	7.6	7.5	7.6	7.5	7.4	7.3
V Low	65,683	65,683	68,758	70,312	70,312	73,848	75,644	75,644	75,644	75,644	75,644	77,529
Low	105,124	105,124	110,046	112,533	112,533	118,191	121,066	121,066	121,066	121,066	121,066	124,084
Med	131,366	131,366	137,516	140,625	140,625	147,696	151,288	151,288	151,288	151,288	151,288	155,059
Mod	157,609	157,609	164,987	168,717	168,717	177,200	181,509	181,509	181,509	181,509	181,509	186,034
ANNUAL INCOME												
Month Rate	X 1,000 = Maximum home price						V Low	\$528.75/month				\$21,150
Low							\$846.25/month				\$33,850	
Med							\$1,057.50/month				\$42,300	
Mod							\$1,268.75/month				\$50,750	
Payment per 1,000												

Source: SCAG (Inland Empire Quarterly Reports)

Loss of Affordable Housing Units

A community's existing affordable housing stock is a valuable resource which should be conserved. Unfortunately, private developers are required to maintain their affordable single or multiple family dwelling units for only a specified time period, not the lifetime of the unit. Therefore, the developer/owner may terminate the affordable controls. While it is the City's plan to maintain or replace such units it is unlikely that owners would choose to terminate their contracts. As noted in the "Potential Loss of Affordable Housing Units" section the market rental

rate is lower than assisted rates which would create a financial disincentive to terminate assistance programs.

Special Needs Groups

State law requires housing elements to address housing needs of the handicapped, elderly, large families, farmworker households, female-headed households, and the homeless. Households or families may fall into one or more of the categories. These groups are referred to collectively as special needs groups.

Handicapped - The 1990 census reported 4,733 handicapped persons with a mobility or self-care limitation in the City of Victorville. Households with handicapped persons do not necessarily require specialized group or institutional quarters. Many handicapped persons have disabilities that may be accommodated in standard housing units that have been modified to meet their specific needs. The adaption can include wider doorways, ramps instead of steps, railings, faucet fixtures, etc. Title 24, Part II of the California Administrative Code requires that most multiple-family rental units be constructed so that they may be adapted for use by handicapped persons. In addition, the Uniform Building Code requires builders of multi-family housing to construct one handicapped adapted unit for a project of 21-99 units and one additional handicapped unit for each additional 100 project units.

Elderly - In 1990, 1,119 households in Victorville were headed by persons over 65 years of age. Approximately twenty-six percent of these households were classified as being impoverished - that is, having annual incomes that fell below the established level of poverty as defined by the Federal Government. Many elderly households live on fixed incomes and increased housing costs may significantly affect the standard of living for an elderly household. In addition, elderly households may be paying for more medical care than other households.

Large Families - According to the 1990 Census, there were 2,112 households in the City of Victorville that had five or more persons living in a single unit. The Census classifies a unit as being overcrowded if there are 1.01 or more persons per room. The Census reports that over 8.6 percent of the households in the City were overcrowded according to the definition set forth by the U.S. Census.

Farmworker Households - The 1990 Census indicates forty-two households in Victorville with Farm Employment income. The mean income of these households was \$11,756.00 and accounted for significantly less than one percent of the households.

Large families and overcrowding of units can result in premature deterioration of housing units. In addition, many of the older homes are very small with one or two bedrooms and are ill-equipped to handle large numbers of people. This overcrowding, coupled with the age of the units, may result in an acceleration in the deterioration of the units.

Female-Headed Households - The 1990 Census identified 1,253 female-headed households which accounted for 8.8 percent of the total households in the City. In many instances, female-headed households qualify for assistance under the other needs categories.

Families and Persons in Need of Emergency Shelter - Throughout the county, homelessness has become an increasing problem. Factors contributing to the rise in homeless include the general lack of housing affordable to very low income persons, increases in the number of persons whose incomes fall below the poverty level, reductions in public subsidy to the poor, the de-institutionalization of the mentally ill, and increasing drug abuse.

The Homeless Outreach and Referral Organization found growing numbers of women and children among the homeless population, due in part to wife and child abuse, loss of income earner in the household, and the sale of the home or the apartment by the previous owner.

The High Desert Homeless Services Program has been maintaining data on clients' and shelter needs for those clients contacting the organization. That data includes needs for the Victor Valley and is listed by client type and jurisdiction on Table 16.

That organization indicated that based upon 899 clients during the six month client report, approximately 1,798 homeless are expected to contact the organization in one year. According to the 1992 survey by the Homeless Coalition, there are approximately 3,081 homeless in San Bernardino County (San Bernardino County Consolidated Plan). It is assumed that homeless individuals congregate in urbanized areas where services are available. Using the total County population of 1,178,601 for incorporated cities only, this population is divided by the total number of homeless (3,081) to establish a homeless per housed population ratio (1:382.54). The derivative is then divided into the 1995 City of Victorville population (60,577) to determine the number of homeless in the City (158). However, as noted in Table 14, 144 homeless individuals were contacted in a six month period indicating an annual population of 288 homeless in the City. According to the High Desert Homeless Services, approximately fifty percent (50%) of the homeless persons contacted choose to remain homeless regardless of what assistance is offered.

There are a number of organizations which provide services to the homeless in the Victor Valley. Although several provide food for the homeless, none as yet serve meals daily at a fixed location.

The High Desert Homeless Services Program is a referral agency and direct provider which offers food, emergency shelter, emergency clothing, personal care supplies, and, when funding is available, gasoline vouchers and rental/utility assistance. In May 1994, the City gave approval for the establishment of a permanent 55 bed emergency shelter facility. This facility began operations on November 17, 1994.

Table 16
HOMELESS SERVICES CLIENT DATA

Forms completed	450				
Total Individuals	899				
		Adelanto	43	4.0%	
Minor Males	195	22.0%	Apple Valley	100	11.0%
Minor Females	200	22.0%	Hesperia	88	10.0%
Adult Males	280	31.0%	Victorville	144	16.0%
Adult Females	215	24.0%	High Desert	82	9.0%
Senior Males	6	0.6%	San Bernardino County	63	7.0%
Senior Females	2	0.2%	Out of County*	160	17.0%
Total Males	482	54.0%	Out of State*	169	18.0%
Total Females	417	46.0%	Unknown*	50	5.0%
Source: High Desert Homeless Services, Inc.					
* These people receive only three nights of emergency shelter.					
Local people receive a maximum of ninety (90) days shelter. The average stay is four to six weeks.					

Samaritan Helping Hand in Victorville is a non-profit organization that provides food, emergency clothing, gasoline for private transportation in cases of medical emergency, assistance in obtaining medication legally prescribed by a physician, assistance with paying utility bills and provision of vouchers for short-term emergency shelter. The organization services approximately twenty-five to thirty-five very low income families a day. While there is no effort to separate out the homeless, it is estimated that approximately thirty to forty homeless individuals are served each week.

Trinity Lutheran Church in Victorville assists both Samaritan Helping Hand and the High Desert Homeless Services. The church collects food donations and offers them to Samaritan. They also provide gas vouchers and emergency housing to people referred to them by the High Desert Homeless Services. On the average they provide assistance to approximately five to eight individuals per week, mostly singles passing through town.

Zion Lutheran Church and Faith Lutheran, both located in Victorville, also collect food and financial donations and forward this assistance to Samaritan Helping Hand.

High Desert Baptist Church in Victorville collects money for the needy and directs it to Samaritan Helping Hand, the High Desert Homeless Services and other organizations.

Needs for shelter fall in two main categories: (1) short-term emergency shelter, and (2) longer-term transitional housing for persons lacking sufficient income for self support.

The Victor Valley currently has a permanent general-purpose emergency shelter facility with a 55-bed capacity but has no transitional housing except that which may be available through

conventional low- and moderate-income housing programs administered by the County. Facilities within the Victor Valley include:

H.O.W. Housing (capacity approximately 25 men) and **Alpha House** (capacity approximately 15 women) which are operated by the St. John of God Health Care Services within the Old Town Community Plan area provide shelter for those in their alcohol recovery programs.

A shelter for homeless mentally ill, operated by Lillie Ruff through a County contract with the Department of Mental Health, provides shelter for either men and/or women up to 90 days.

The Self Esteem house provides emergency shelter, as well as referrals and support groups, for up to 12 women and children who are victims of domestic violence.

Casa Venegas, an emergency shelter for men operated by Casa Venegas, Inc., provides assistance for up to six men.

The Salvation Army administers a cold weather emergency shelter voucher program during periods of cold weather which provide for short-term stays at inexpensive local motels for those needing shelter. A total of 97 people, were issued vouchers during the 1994-95 winter season (November through April). Vouchers are issued for a maximum of two days.

Funds for homeless shelter programs are available through **McKinney Act** programs which include:

- AFDC Transitional Housing Demonstration (currently operated by the San Bernardino County Department of Social Services).
- Emergency Shelter Grants can be used for building acquisition and rehab, rental assistance and payment of security deposits.
- Section 8 Mod Rehab Assistance for SRO housing can be used to acquire and rehab a single room occupancy hotel.
- Supplemental Assistance for Facilities to Assist the Homeless.
- Supportive Housing: The Transitional Housing Program provides funds for both building rehabilitation and five years of operating funds for transitional housing programs (three months to two years).
- Permanent Housing for the Handicapped Homeless.
- The FEMA Emergency Food and Shelter Program can provide short term rental subsidies to prevent eviction, payment of mortgage to prevent foreclosure, and utility assistance to families or individuals.

In response to the need for emergency and transitional shelter, the Victorville Zoning Ordinance was amended in 1991 to conditionally permit two types of facilities which aid those in need of shelter:

Homeless Shelter - A facility that provides immediate and short term temporary accommodations with possible support services for persons and/or families who lack a fixed, regular and adequate night time residence. This type of facility is now permitted with the approval of a conditional use permit in the R-2, R-3, R-4, R-A (Old Town Specific plan), C-A, C-1, C-2, C-M, IPD, M-1, and M-2 zone districts. The ideal location for such a facility would be in close proximity to social/medical services, public transportation, and areas where the homeless tend to congregate.

Single Room Occupancy (SRO) - A building(s) or structure(s) containing an individual secure rental residential living unit(s) with communal kitchen(s) or individual cooking facilities and individual or communal bathroom facilities. Each unit is designed to accommodate a maximum of two persons. The minimum size of an individual unit is 120 square feet, and the maximum size is 300 square feet. This type of use is now permitted in the R-3, R-4, R-A, SFC (Old Town Specific Plan), and C-2 zone districts. This type of low cost housing can protect some people from becoming homeless and provide formerly homeless people with an affordable entry point into the housing market. SROs may be utilized as temporary and/or transitional housing purposes, as well as more permanent type housing.

Residential Land Inventory

Residential Zoning

The Land Use Element contains goals and policies that describe the nature, location, extent, and intensity of land uses within the incorporated and unincorporated areas governed by the General Plan. The most important component of the Land Use and Development Element is the Land Use Policy Map which is a spatial representation of the land use policy. The Land Use Policy Map indicates where specific types of land uses will be permitted and is important in guiding future development in the City.

Of the thirteen land use designations identified in the Land Use Element, five are concerned with residential land development. The land use categories contained in the Land Use Element correspond to one or more Zone Districts to ensure consistency between the General Plan and the Zoning Ordinance. The five residential land use categories, and the Old Town Specific Plan, R-A (Residential Apartment) land use category, are summarized in Table 17.

Table 17
RESIDENTIAL LAND USE CATEGORIES AND ACREAGE (1995)

Land Use Designation	Corresponding Zone District	Units/Acre	Total Ac.	Undeveloped Acreage
Rural Residential	AE (exclusive agriculture)	0-1 du/5 ac.	1,043.5	946.1
Very Low Density Residential	A (agricultural residential) SR (suburban residential)	0-1 du/ac.	13,452.7	8,838.9
Low Density Residential	R-1 (single family residential)	0-5 du/ac.	14,873.1	10,597.1
Medium Density Residential	R-2 (medium density residential) R-MPD (residential mobile home planned development)	0-8 du/ac.	925.3	675.2
High Density Residential	R-3 (high density residential) R-3T R-4 (very high density residential) R-4T	0-20 du/ac.	1,995.3	1,405.1
Specific Plan	Specific Plan	Varies	2,085.6	
Urban Conservation		Varies		4,410.4
TOTAL ACRES			38,785.9	26,872.8
Source: Victorville Planning Department				

Housing Opportunities

Availability of Land - There is a large inventory of land designated for housing construction presently available within the corporate limits of the City. This land availability has helped to keep the cost of land acquisition for residential development at an affordable level. In 1995, there were approximately 22,462 acres of vacant residentially zoned lands available for development. In addition, the urban conservation land use designation accounts for approximately 4,410 acres of vacant developable land.

Based on City sewer line locations and review of 1991 aerials of the City approximately 6,720 acres of vacant residential area is estimated to be within one-half mile of existing urban services and available for residential development without unusual extension of services. The remaining 14,270 acres of undeveloped land would require extension of urban services to currently unserved areas.

The City developed sewer and water lines and streets in the northwest portion of the City via a Community Facilities District (CFD 90-1) at the request of several property owners. The City sold bonds in order to finance these improvements. This reduced the initial capital cost to developers while providing services to attract home buyers. The cost of re-paying the bonds is passed on to homeowners in the form of annual payments on property tax bills.

Locations of generalized undeveloped residential lands are displayed in Figure 2. The land use categories that relate to housing are described in the Land Use Element.

Governmental Constraints

The intent of local government regulation is to protect public health and safety within a community. However, regulations can add to the cost of new housing. Such governmental constraints include land use regulations, permit approval and processing, application fees, provision of infrastructure in subdivisions and other development controls.

Zoning Ordinance

Victorville's adopted land use policies provide for a wide variety of residential zones, each with adequate amounts of available land for development. Victorville has the ability to vary the zoning standards in order to encourage lower cost housing. Through the Planned Unit Development process, a developer may use alternative methods which assure a wide range of housing costs, including small lots such as those in existing PUD developments ranging from 2,400 to 6,000 square feet.



Victorville General Plan

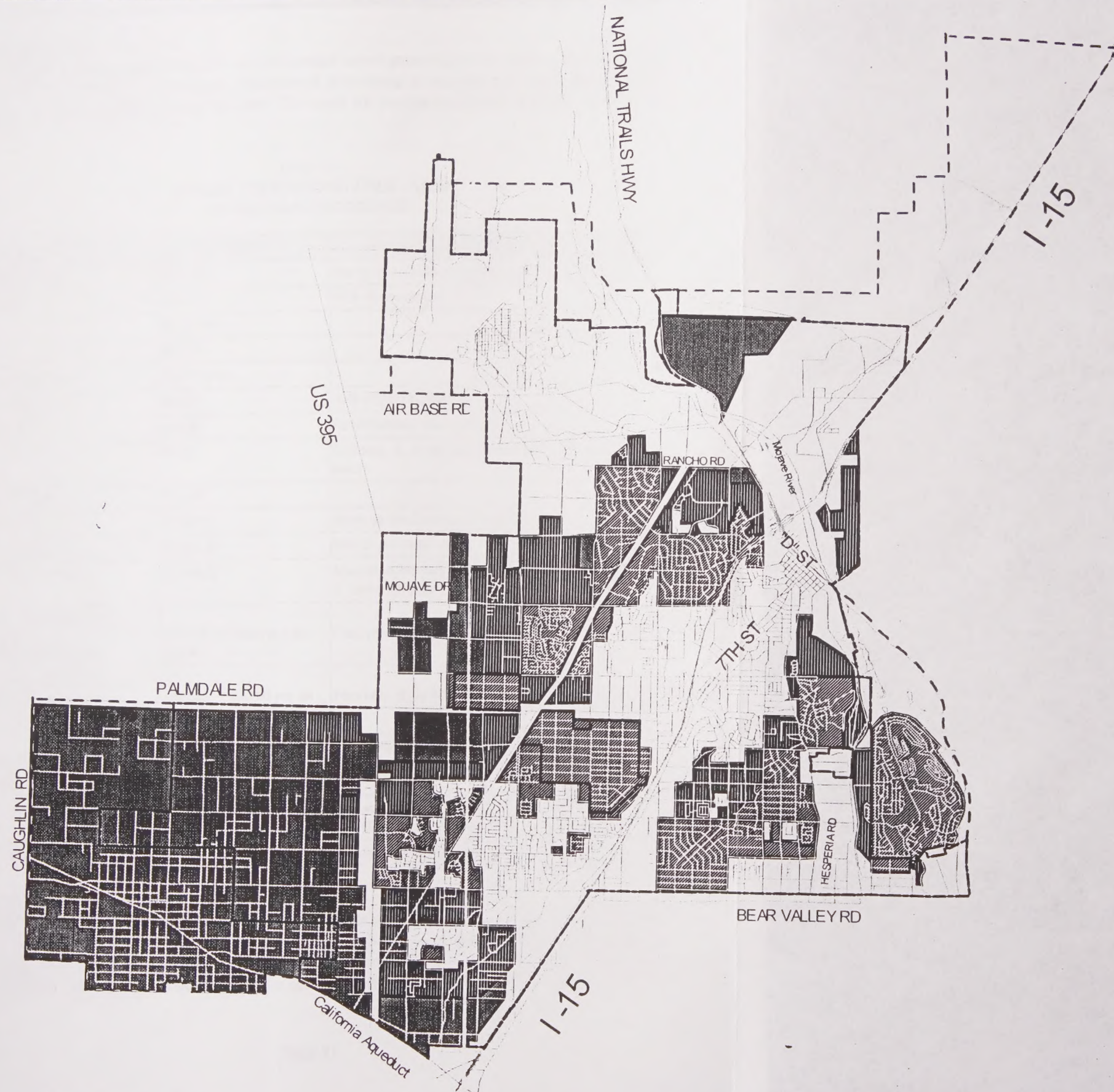
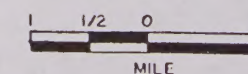
GENERALIZED UNDEVELOPED RESIDENTIAL LANDS

FIGURE 2

Legend

- = City Boundary
- - - = Sphere Boundary

-  = Undeveloped land available for infill development.
-  = Undeveloped land available for residential development beyond 1/2 mile of existing services.
-  = Undeveloped land available for residential development within 1/2 mile of existing services.



Permit Processing

Victorville's average processing time for residential development is about eight weeks with the first plan check taking 10 to 15 days. This permit processing is considerably less than the norm for most Southern California cities in 1986. The costs for permit processing are also indicated in Table 18.

Table 18
PERMIT PROCESSING FEES - 1995
SINGLE FAMILY RESIDENCE¹

FEE	COST	COMMENT
Building Permit	\$646.50	Fee is on a sliding scale based on valuation
Plan Check	\$420.23	65% of permit fee
DIF	\$2,343.00	
SMIP	\$10.19	
Sewer Connection Fee	\$350.00/d.u.	
Energy Calc. Fee	\$42.02	10% of plan check fee
Plumbing Fee	\$31.00	\$2.00/fixture - \$5.00 sewer
Electrical Fee	56.50	\$.035/sq. ft. living area, \$.015/sq. ft. garage and porch
Mechanical Fee	\$51.00	
VVWD Fee	3,729.00	Hook-up fee for water (Incl. 3/4" meter)
VVWRA Fee	\$1,433.25	\$68.25 per fixture unit.
School District Fees	\$2,408.00	Maximum fee permitted under State law \$1.72 per sq. ft. habitable area
<u>Planning Application Fees</u>		
Tentative Tract	\$550.00 + \$5.00 per lot	Fees only apply to subdivisions of five lots or more
Environmental Review	\$85.00	
<u>Engineering Plan Check Fee</u>		
Tentative Tract	\$600.00 + \$20.00 per lot	Fees only apply to subdivisions of five lots or more
Estimated Total	\$11,520.69	
¹ Cost is based on Victorville's median housing value of \$101,900 (1990 U.S. Census). Actual fee will vary depending on valuation of unit. This example is based upon a single family residence 1,400 square feet with a 400 square-foot garage and 100 square-foot porch.		
DIF = Development Impact Fee SMIP = Strong Motion Implementation Program		
VVWD = Victor Valley Water District VVWRA = Victor Valley Wastewater Reclamation Authority		
Source: City of Victorville Building Department, Victor Valley Water District Customer Service		

Development Fees

The State of California adopted legislation that permits school districts to levy "school impact fees" on new development. The legislation permits school districts to charge a maximum of \$1.72 per square foot for new residential development and \$.28 per square foot for commercial and industrial development to be used for the construction of new schools.

Development Impact Fees (DIF) are collected in order to provide for the development of public facilities throughout the City, including roads, parks, public safety and other facilities. The fees reflect a proportionate share of usage that can be attributed to individual development projects. For example, the construction of arterial streets is not just the responsibility of developments that front on such streets, but are used by residents, owners, clients, and/or tenants occupying development projects should contribute to their improvement.

A survey conducted by the Building Industry Association (BIA) of Southern California/Baldy View Region, indicates that the Victor Valley and Mountain Desert regions (excepting Big Bear Lake) collect substantially lower fees for residential development, including DIF, than other regions in the survey (Table 19). The survey also shows that the City of Victorville collects a higher DIF than other cities and the County within the Victor Valley. However, Victorville also provides a greater number of public facilities at a higher standard as evidenced, for example, by the comparison of roads and parks.

According to a Development Fee Study prepared for the City, the DIF covers approximately seventy-three (73%) of the estimated cost of needed capital with the remainder coming from other funding sources such as grants, restricted funds, redevelopment agency tax increment where applicable, etc.

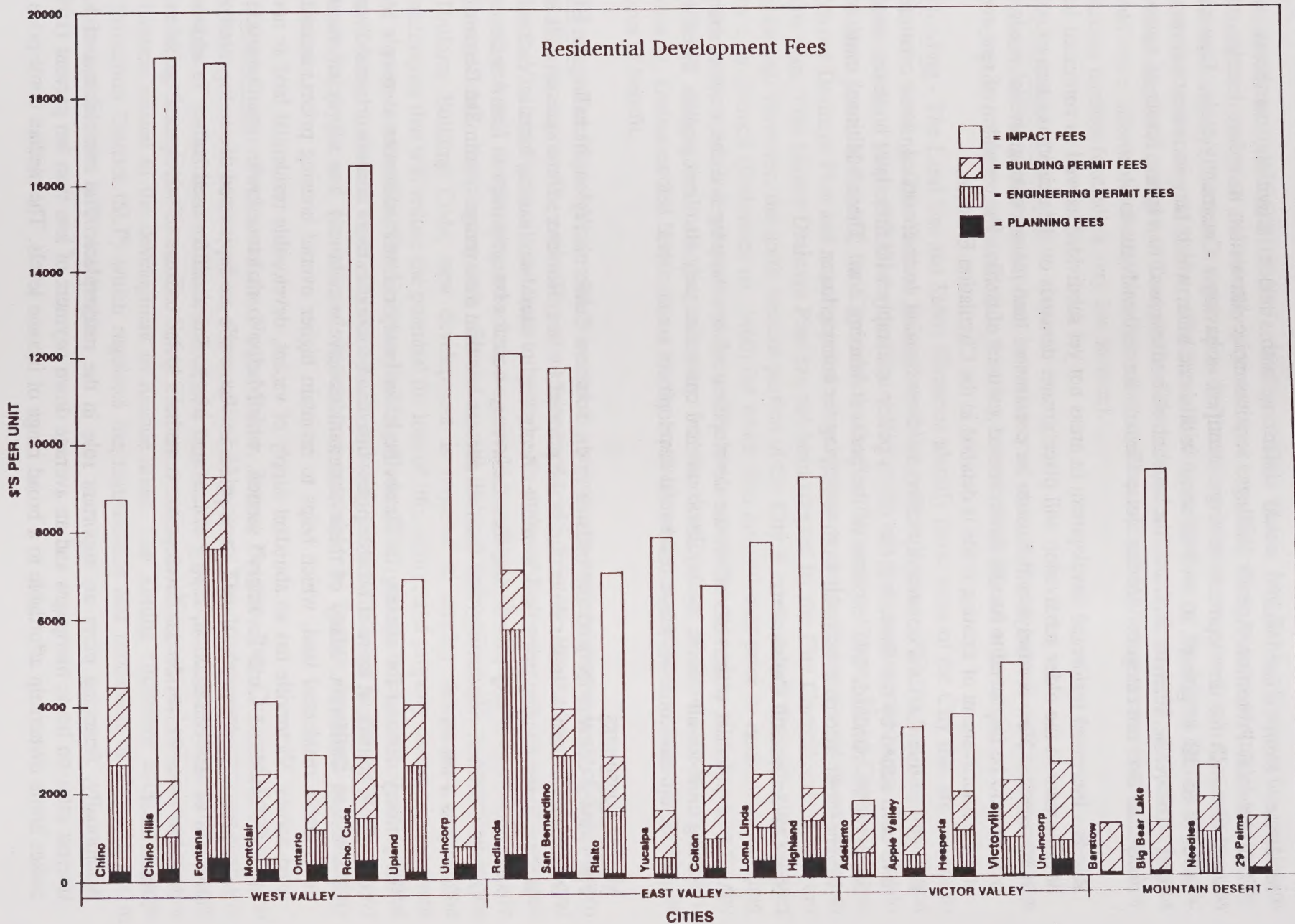
Site Improvement

Infrastructure/Public Services Constraints - The availability and cost of infrastructure and services can enable or restrict residential development. In portions of Victorville water and sewer lines do not currently exist. These lines are extended as the need arises. However, the majority of the City is served by sewers and a significant amount of land is available for residential development as shown in Figure 2.

Police - The City of Victorville contracts law enforcement services with San Bernardino County which operates out of a City facility in the Civic Center Planning Area. Increased urban development will place greater demands on law enforcement personnel and may require additional staffing and equipment to maintain existing levels of service.

Fire - The Victorville Fire Department is responsible for providing fire protection services within the Planning Area. As of January 1996, fire protection services are dispatched from three full-time stations. Only the very northerly portions of the City, and the Baldy Mesa area west of U.S. Highway 395 are located outside the five minute response area. Developments located outside of the five minute response time are reviewed on a case-by-case basis by the Fire Department to determine whether additional requirements are necessary to ensure the safety of the occupants. In addition, development may require additional infrastructure which would add to the cost of development.

Noise - The Noise Element is concerned with a detailed analysis of the existing and future noise environment. The Element includes maps indicating the areas of the City that will be exposed to noise levels exceeding thresholds considered to be "normally acceptable" by the State Office of Noise Control. A "normally acceptable" level of noise for single-family residential development is 60 dBA and 65 dBA for multiple-family development. The City in an effort to protect



residences from noise which would interfere with indoor activities, consistent with Environmental Protection Agency findings, requires noise attenuation to reduce interior noise levels to 45 dB for developments in areas identified as having a Community Noise Equivalent Level of 65 dB or greater, as well as areas within one mile, which may increase construction costs. The Noise Element indicates the amount of land exposed to varying levels of noise by residential land use category. See the Noise Element for further discussion.

Roads - Increased residential development in areas not yet subdivided as well as continued infill development in the older subdivision will place greater demands on the existing system of roads in Victorville. New roadways will have to be constructed, and many existing arterial roadways will have to be improved to handle the increased volumes of traffic. The provision of new roads and the improvement of existing roads is detailed in the Circulation Element.

Energy - While the local community effort to lower housing costs continued, some constraints have been added by the State. It is the City's policy to comply with State law, however, energy conservation standards add expense to the per-unit housing cost. These additional costs may prevent lower income households from qualifying for housing loans.

Non-Governmental Constraints

Actual or potential constraints affect the development of new housing and the maintenance of existing units for all income levels. Environmental constraints may also limit growth. These and other factors that constrain future residential development are discussed below.

Market Constraints

The reduced demand for land and housing in the Southern California region, including the High Desert, has caused a similar reduction in the price of houses. However, home sales overall still indicate lower housing prices in Victorville. According to sales data, housing units in Victorville cost about forty to fifty percent less than the average cost for housing units in Los Angeles and Orange Counties, respectively, and fourteen percent less than the average cost in San Bernardino County as a whole.

The primary demand for housing in Victorville is for newly constructed homes as people seek comparable housing at more affordable prices than can be found in more densely urbanized areas of Southern California. Many of these communities have a relatively low supply of vacant, developable residential land, which helps to maintain higher overall housing prices, including used homes. Victorville has an abundant supply of vacant, developable residential land as noted in the "Residential Land Inventory" section, which helps to maintain lower new construction home prices. Simultaneously, used home prices in Victorville are suppressed due to the relatively low cost of new construction, supply of land and a lack of demand for used homes. In addition, the labor costs for residential development have been lower because of widespread use of non-union labor.

Additionally, financing plays an important role in the marketplace. The combination of low interest rates on home mortgages and an average down payment of less than ten percent (10%) makes home ownership affordable to a broad range of income levels. The median home price is

Victorville in 1995 was \$103,000 according to Data Quick, Inc. Table 15 shows the maximum affordable home price and monthly payment (not exceeding thirty percent of annual income) by income category. The data is based upon the prevailing interest rate on a month to month basis as identified in a survey of Southern California lending institutions by the Inland Empire Economic Partnership. According to "Comparable Sales" data for Victorville in 1995, 406 of the homes sold were affordable to very low income families, while 645 homes were affordable to low income families (excluding very low income).

Environmental Constraints

Portions of Victorville are exposed to a variety of environmental hazards which may constrain development. These hazards include flooding, seismic hazards, and soil stability.

Flooding - The Land Use and Safety Elements identify those areas of the City that are subject to periodic flooding. The Federal Emergency Management Agency (FEMA) has prepared Flood Insurance Rate Maps (FIRM) for the City of Victorville and the unincorporated areas. In order to mitigate potential flooding the City refers to the San Bernardino County Flood Control District Master Drainage Plan and requires private development to design drainage systems according to this plan. This Master Drainage Plan has not been adopted by the City Council and no fees are collected. However, the north western portion of the City is covered by a drainage plan adopted by City Council (Ordinance no. 1460) for which fees are collected prior to issuance of building permits for affected development projects. The above noted drainage plans give direction for the efficient mitigation of flooding allowing for the development of those affected properties. Finally, Ordinance No. 1460 allows for the equitable assignment of cost to property within the area of benefit.

Seismic - The City of Victorville is located in a seismically active region as is all of the Southern California region. The probability of a major earthquake from the San Andreas, Helendale, and the San Jacinto Faults is considered to be high. No faults or fault traces are known or suspected to exist within the planning area and, as a result, no Alquist-Priolo Special Studies Zones are located within the planning area. Consistent with Seismic Safety Zone IV, as identified in the Uniform Building Code, new development is required to employ design and construction techniques that will reduce the potential for loss of life, injury, and property damage in the event of a major earthquake. The Uniform Building Code (UBC) incorporates many of the technical and design measures which are effective in reducing property damage in the event of a major earthquake. Seismic hazards and liquefaction potential are further described in the Safety Element.

Hillside/Slope - Portions of the North Mojave, Turner Heights, East City, and South Central planning areas have areas where slopes exceed 15 percent. The development on slopes with this degree of inclination is difficult and should be avoided if possible to prevent property damage resulting from slope failure. The Safety Element contains specific goals and policies that address hazards related to the development of hillside areas. The Zoning Ordinance contains a Slope Protection District (SLP) which regulates the maintenance and protection of sloped areas in excess of five feet in vertical height.

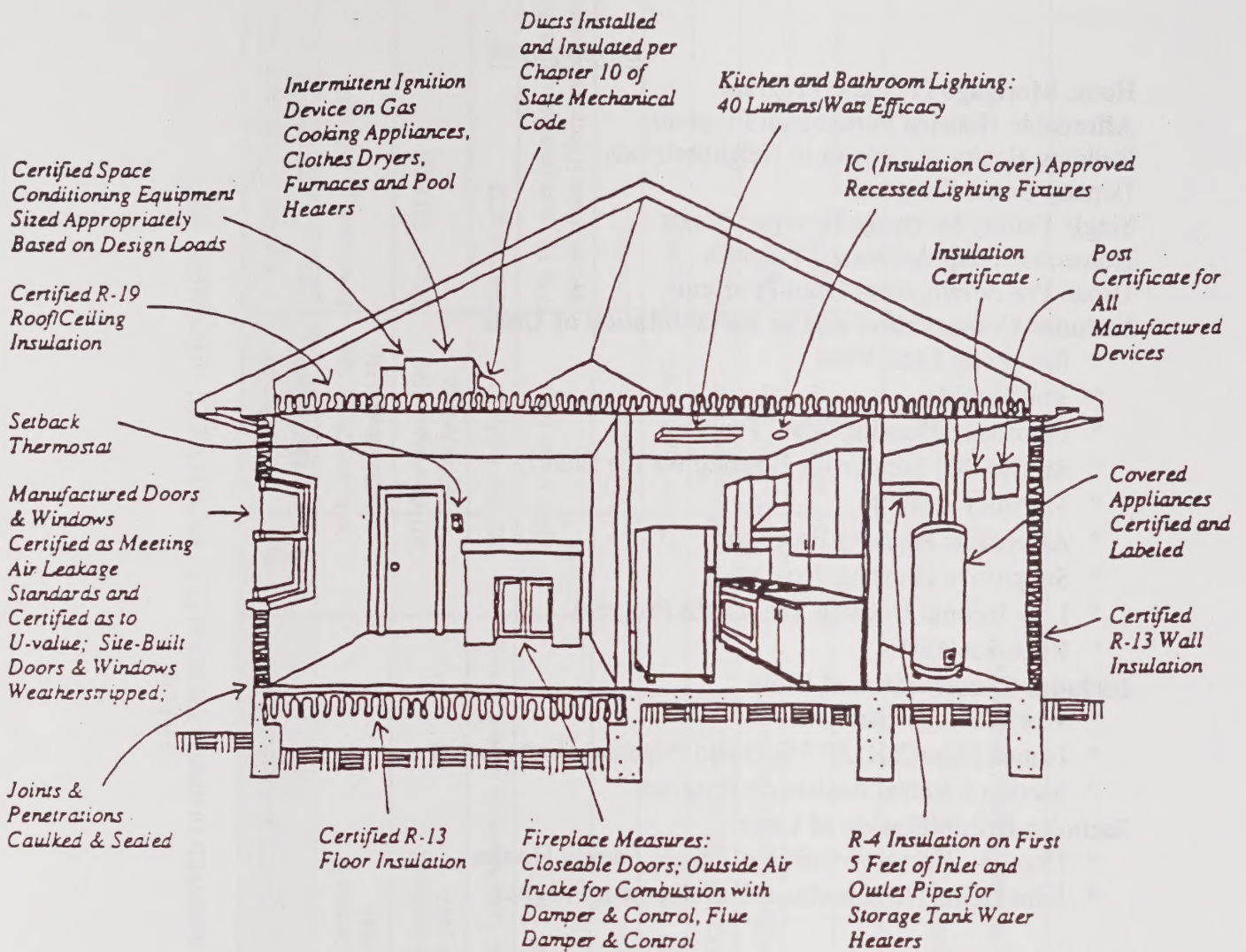
Energy Conservation

The City requires compliance with the Building Code and Title 24 of the California Administrative Code relating to energy conservation. All new development must demonstrate an effort to comply with regulations concerning energy consumption, and if necessary, implement specific design measures that will reduce energy consumption (see Figure 3). Additional opportunities exist to conserve energy through building design, landscaping, weatherization techniques and assistance programs.

Infill of residential area which already have streets and utilities, and maintenance of a compact city form during development, can help conserve energy used in motor vehicle circulation by reducing trip lengths for journeys to work and shopping.

Assisted Housing

The goals and policies contained in the Housing Element and the specific programs that serve as implementation, address the housing needs identified in the previous section of the Element. These measures include a wide range of programs that are funded and administrated by a number of agencies (Table 20). The individual programs are identified below. Table 21 summarizes those housing programs currently existing in Victorville.



INSTALLED MANDATORY MEASURES

SOURCE: State of California Energy Commission Manual

Victorville
General Plan



FIGURE 3

TABLE 20
AFFORDABLE HOUSING PROGRAMS

Development

Home Mortgage Purchase Program
Affordable Housing Partnership Program
Building Equity & Growth in Neighborhoods
Density Bonus Program
Single Family Mortgage Revenue Bonds
Homeownership Assistance Program
Urban Pre-development Loan Program

Includes Conservation and/or Rehabilitation of Units

- Revolving Loan Fund
- Youthbuild
- Farmbuild Housing Grant Program
- Section 202 Supportive Housing for the Elderly
- McAuley Institute
- Affordable Housing Program
- Supportive Housing Program
- Low Income Housing Tax Credit Program
- RDA Set-Aside

Includes Conservation of Units

- World/Bridge Initiative
- Fannie Mae/CaHLIF 3% Down Payment Home Loans
- Section 8 Rental Assistance Program

Includes Rehabilitation of Units

- Hope 3 - Homeownership of Single Family Homes
- John Heinz Neighborhood Development Program

Conservation

Mobile Home Park Resident Ownership Program
Scattered Site Housing Program

Rehabilitation

Congregate Housing Services Program
Shelter Plus Care Program
Emergency Housing Assistance Program
Senior Home Repair Program
Home Improvement Loan Program
Rental Property Rehabilitation Assistance Program

Source: California Department of Housing and Community Development "Affordable Housing Financial Clearinghouse".

Table 21
SUMMARY OF EXISTING ASSISTED HOUSING PROGRAMS IN VICTORVILLE - DECEMBER 1995

Program	No. Of Assisted Units	Total Units	Location (if applicable)	Possible Termination Date (if applicable)
Loan Management Set-Aside	99 Section 8 99 FHA	99	Rodeo Drive Apt. 14206 Rodeo Dr.	November 1, 1997 (a)
New Housing Construction Program/FHA	100 Section 8 100 FHA	101	Sherwood Villa 14900 Arlette	May 7, 2011 (b)
Multi-Family Housing Mortgage Revenue Bond	20% Low/Moderate Income Levels	163	See Table 22	See Table 22
Single Family Mortgage Revenue Bond	169	169	Various Sites	7 to 10 years from initial purchase date or resale if foreclosed upon
Scattered Sites Housing Program	22	22	Various Sites	Ongoing
Section 8 Certificate/Voucher Program	270	270	No Site Specific	Ongoing
Senior Repair Program	118 Grants (July 86 - June 91)	118	Various Sites	Ongoing
Rental Rehab. Program	58 units (within 18 projects)	58	Various Sites	Ongoing
Single Family Rehab. Loans	8	8	Various Sites	Ongoing
TOTAL		1008		
(a) Rental Assistance				
(b) Maximum 30 year affordability restriction conditioned by CHFA				
Source: San Bernardino County Economic and Community Development Department San Bernardino County Housing Authority				

Table 22 lists the housing projects funded with Mortgage Revenue Bonds and Table 23 details those federally assisted projects at risk of conversion.

Table 22
MULTIPLE AND SINGLE FAMILY REVENUE BOND PROJECTS - 1995

Project Name	20% Set Aside	Expiration Date
Gold West Apartments - 15252 Seneca Road 88 total units	18 units	2000
Summer Breeze - 14959 Seneca Road 168 total units	34 units	2004
Newporter Apartments - 15251 Seneca Road 200 total units	50 units ¹	1998
Wimbledon Apartments - 16950 Jasmine 289 total units	61 units ²	2015
TOTAL	163 units	

¹ 10 Units beyond the 20% Set-Aside are occupied by very low income persons.

² 3 Units beyond the 20% Set-Aside are occupied by very low income persons.

Bonds Issued	Income % on Median
15	100 - 120
91	80 - 100
56	50 - 80
7	Less than 50

Table 23
Federally Assisted Projects at Risk of Conversion* - 1996

Project Name	Age/Condition	Project Description	# of Assisted	Earliest Possible Termination Date Section 8 Contract	Affected Planning Period
Rodeo Dr. Apt. 14206 Rodeo Dr.	Built 1975 Fair Condition	(16) 1 bedroom (57) 2 bedroom (26) 3 bedroom	99 Section 8 ¹	11/1/97**	1996-2000
Sherwood Villa 14900 Arlette Dr.	Built 1981 Good Condition	(81) 2 bedroom (20) 3 bedroom	101 Section 8 ²	5/7/11	after 2004-2009 period

¹ All 99 units contained within this project have FHA 239 funding, which involves interest payment reductions for the project in order to assist in rental rate reductions. This funding expires February 14, 1994, but contains an additional 20 year extension.

² All 101 units contained within this project have FHA 239 funding, which involves interest payment reductions for the project in order to assist in rental rate reductions. This funding expires May 7, 2011, but contains an additional 20 year extension.

* Based on project status 2/27/96 prepared for California Housing Partnership by California Coalition for Rural Housing Project.

** Rodeo Drive Apartments are covered by a 25 year agreement for 99 units. The earliest possible conversion is November 1997.

Source: H.U.D. MIDLIS and MIS databases; California H

Potential Loss of Affordable Housing

At present, there are three methods in which an existing affordable multi-family rental housing project in the City of Victorville can lose its designated low income units.

1. Prepayment of Low Interest Loan Prior to its Maturity Date. This type of loan financed under the National Housing Act provides an underlying subsidized mortgage with maximum rents based upon the lower financing costs of the owner and the rent levels that low-income households could be expected to afford. While the mortgage usually runs for 40 years under this program, owners are allowed to pre-pay the loan and regulate the rents after 20 years. One assisted housing project (Rodeo Drive Apartments) in Victorville has this kind of financing and was eligible to prepay its loan in 1994. Ninety-nine assisted units would have been lost if the loan was prepaid.

However, as of November 1, 1991, the Rodeo Drive Apartments had applied for, and been granted, Section 8 certification for all 99 units. The units will remain very low income units for a 20 year period (the earliest possible cancellation would be November 1, 1997).

2. Cancellation/Expiration of Section 8 Rental Assistance Contract. Under these Section 8 contracts, the federal government provides the project owner with the difference between a tenant's rent contribution (thirty percent of income) and a higher rent set by HCD. These subsidies are tied to the project and cannot be used by tenants if they move elsewhere. The Section 8 contracts are set for a number of years, ranging from five to forty. Some of the contracts permit owners to opt out after every five-year interval. If the owner decides not to renew for the subsequent five-year term because, for example, he/she no longer wants Section 8 tenants or could get higher rents in the open market than HUD will pay, the tenants living in those units will lose their rent assistance and will have to move or pay higher rents. These higher rents either will be the regulated rents set by an underlying FHA-insured mortgage or the actual rents that can be gotten in the open market in projects where there are no other rent restrictions.
3. Expiration of Affordable Housing Component of Mortgage Revenue Bonds. These tax-exempt bonds require that 20 percent of the units meet low to moderate income rental rate limits for the term of the bond or a minimum of 10 years. Four multi-family apartment projects in Victorville assisted with mortgage revenue bonds will fulfill their required 20% Set-Aside term requirement as described in Table 22.

Market vs. Subsidized Rental Rate. It should be noted that the market rental rate in Victorville is in the low and moderate income range. Expiration of the Mortgage Revenue Bond requirement for set-aside is not expected to change the fact that 100 percent of the units in all five projects are currently in the low or moderate income price range. The Avalon Apartments, which set aside four units under this program, pre-paid the loan in 1995 and are no longer required to set aside units for low and moderate income households.

Conversion Analysis

Loan Prepayment - would allow the owner to convert the project to market rate rentals. Since market rental rates are significantly lower than assisted rates, the financial return would not be to the owners advantage.

Section 8 Cancellation - would limit the acceptance of prospective tenants to market rate renters only. Since there is not a high demand for multi-family apartments in the City at the present time, owners are unlikely to cancel this program since it maximizes their number of potential tenants.

20% Site-Aside Expiration - while this form of assistance does not have an option for continuance, it is unlikely that its expiration will affect affordable housing opportunities in Victorville. State adopted 1996 income limits for San Bernardino County set low to moderate rental limits at \$692 to \$1,038 per month, respectively, for a one-bedroom unit. Market rental rates during the same period range from \$425 to \$500 with varying amenities. Since there is an ample supply of multi-family housing in Victorville and the demand for it is not expected to escalate in the near future, the expiration of the 20% Set-Aside should not result in any rental rate increases.

Cost Analysis For Replacement

It is unlikely that owners of the existing multiple family Mortgage Revenue Bond funded projects would convert the existing units; however, based upon a construction cost of \$53.60 to \$68.90 per square foot and an average unit size of 775 square feet per unit, it would cost between \$6.2 and 8 million in 1996 dollars to replace the units funded by Multiple Family Mortgage Revenue Bonds. This loss of available units will be replaced by the increase in Section 8, Scattered Site, and Redevelopment Agency projects.

As indicated in Table 24 there are currently 99 Federally assisted units which may be at risk of conversion within the planning period (1996-2000). The current subsidized rate limits exceed the average rent charged. Because of this, the Rodeo Drive Apartments manager indicated that effective November 1, 1991, all 99 units were covered by one 25 year Section 8 rent subsidy agreement. At this time there is no indication of any intent to convert any of the units to market rate.

The current maximum allowable contract rents are:

Table 24
1996 RENTAL SUBSIDY RATE MAXIMUMS

STUDIO/1 BEDROOM	2 BEDROOM	3 BEDROOM
\$692.00	\$866.00	\$1,005.00
Assumed 2-person household	Assumed 4-person household	Assumed 6-person household

Source: San Bernardino County Department of Economic and Community Development.
[Income and rental limits for multi-family housing revenue bond projects.]

Rate maximums are based upon income categories by household size as provided by the U.S. Department of Housing and Urban Development. Housing is considered affordable if the cost is less than or equal to thirty percent of the total household annual income.

Resources for Preservation

In order to address this potential loss in the City's affordable housing stock, the City would consider the following resources:

- The San Bernardino County Housing Authority (SBCHA) has the capacity to acquire and manage assisted housing units in order to preserve their use for low income households.
- The City has a low-moderate income housing fund (set-aside) implemented through the City's Redevelopment Agency. These funds, as they become available, may be used to construct multiple family units restricted to very low income households to comply with the regional housing needs allocation.
- The City has made a commitment to pursue "entitlement city" status, which would allow the City to receive a greater share of CDBG funding directly from the Department of Housing and Urban Development. Additional funding could be utilized to aid in the development of assisted units through a non-profit corporation.
- Proposition 84, a State general obligation bond program, could potentially serve as a source of funds for unit acquisition/rehabilitation.
- Non-profit corporations can be contacted to solicit their interest in potentially taking ownership of these programs.

In order to maintain Victorville's affordable housing units for as long as possible, all future projects in the City which receive public assistance (including density bonus units) shall have affordable housing covenants filed with the land to ensure the long term affordability of the units.

Housing Action Plan

Assuring the availability of adequate housing for all social and economic segments of Victorville's present and future population is a primary goal of the City. To implement this goal, the City of Victorville must target its programs and assistance to those households with the greatest need.

As noted within the "Housing Needs" section, the City of Victorville has not provided the required number of "new construction" very low income housing units pursuant to the Regional Housing Needs Assessment (RHNA). According to RHNA, there is a remaining need for high income housing units. However, since the market is unconstrained for this income level, the lack of high income housing production and sales indicates a lack of actual need. This may be an indication of the inaccuracy of the RHNA numbers and the entire system of allocating need to the City. The housing action plan will focus on the "market constrained" very low income housing needs.

Pursuant to state law (Government Code Section 65584) and guidance by the State Department of Housing and Community Development (HCD), only housing units constructed after July of 1989 (beginning of RHNA period) can be counted toward meeting the RHNA very low income housing units need. Furthermore, once a housing unit (excluding apartments) is sold at a purchase price exceeding the very low income level, all subsequent purchases of the property cannot be counted even if the price is affordable to a very low income household. While 406 previously-owned single family residences were sold in Victorville in 1995 at prices affordable to very low income families (First American Title "Comparable Sales") none of these "re-sales" are recognized as contributing to the very low income housing stock of the City. Continued efforts should be made to modify the position of HCD through an amendment to state law clearly allowing the use of existing units to comply with the regional housing needs assessment.

In order to comply with the RHNA numbers allocated to the City of Victorville, 522 housing units must be newly constructed and made available for purchase or rent by very low income households. There are several options for achieving this number of units as discussed below. The private market has developed thirty-one single family detached units and twenty-eight apartment units since July of 1989 which are affordable to very low income families. In addition, the San Bernardino County Department of Economic and Community Development has assisted eleven very low income families purchase homes through the single family mortgage revenue bond and homeownership assistance programs. The private development market, even with the use of housing assistance programs, is not providing enough very low income units to comply with RHNA in the next ten years. However, with only 130 persons on the waiting list for Section 8 assistance and so few very low income households taking advantage of housing assistance programs, it is questionable whether the allocation of the very low income units accurately reflects the City's needs.

Assist Non-Profit Development

Redevelopment set-aside monies (housing fund) could be used to assist a non-profit developer in the construction of multiple-family or single family residences specifically for rent or sale to very low income families ensuring that funds are expended only upon this targeted income category. The RDA expended set-aside funds in 1991 to complete a 140 unit multi-family housing project. The estimated cost to construct a similar project in 1996 is 10,383,398, while the estimated cost to construct 140 single family residences is 11,718,000 (see Tables 25 and 26). Therefore, apartments would be more cost effective than individual detached housing units. However, in order to comply with the RHNA requirement for very low income housing units, nearly four times the number of units would have to be provided at an estimated cost of approximately \$38,715,250.

Table 25
ESTIMATED COSTS OF APARTMENT CONSTRUCTION

<u>Construction Cost/Square Foot</u>	
Living Area	50.38
Carport	13.06
A/C	2.82
<u>Unit/Carport Area</u>	
Living Area	1,300 square feet
Carport	360 square feet
<u>Area x Cost/Square Foot</u>	
1,300 x 50.38 =	\$65,494.00
360 x 13.06 =	4,702.00
1,300 x 2.82 =	<u>3,666.00</u>
	\$73,862.00 ¹
<u>Off-Sites</u>	<u>Cost/Linear Foot</u>
Street, curb, gutter, sidewalk, lights	\$48.33/Linear Foot
Sewer	+ 16.66/Linear Foot
662_ per lot x \$64.99 =	\$43,023.38
	\$305.13/unit
TOTAL COST/UNIT EXCLUDING LAND =	\$74,167.13
140 units x \$74,167.13 =	\$10,383,398.20
¹ Note: These estimated costs include contractor profit. Source: Building Standards/November-December 1995 issue "Building Valuation Data;" Building Department; Engineering Department.	

Table 26
ESTIMATED COSTS OF SINGLE FAMILY HOUSING CONSTRUCTION

<u>Construction Cost/Square Foot</u>	
Living Area	53.50
Garage	19.36
A/C	2.82
<u>Unit/Garage Area</u>	
Living Area	1,300 square feet
Garage	360 square feet
<u>Area x Cost/Square Foot</u>	
1,300 x 53.50 =	\$69,290.00
360 x 19.36 =	6,970.00
1,300 x 2.82 =	<u>3,666.00</u>
	\$79,926.00 ¹
<u>Off-Sites</u>	<u>Cost/Linear Foot</u>
Street, curb, gutter, sidewalk, lights	\$33.33/Linear Foot
Sewer	+ 16.66/Linear Foot
66' per lot x \$50.00 =	\$3,300.00
TOTAL COST/UNIT EXCLUDING LAND =	\$83,226.00
140 units x \$83,266.00 =	\$11,651,640.00
¹ Note: These estimated costs include contractor profit. Source: Building Standards/November-December 1995 issue "Building Valuation Data;" Building Department; Engineering Department.	

According to the five year implementation plan for the Bear Valley Road/Hook Boulevard Redevelopment Area, the housing fund is anticipated to be approximately 5.5 million dollars by fiscal year 1998-1999. Assuming that the fund continues to grow at a rate of approximately three percent annually, the housing fund should equal approximately 11 million dollars by the end of the planning period (2005). The cost of constructing enough apartment units to comply with RHNA numbers for very low income households alone would be three and one-half times the anticipated revenue by the year 2005. Housing fund monies could be used to augment other housing assistance programs to provide multiple-family housing units affordable to very low income households. These programs include the following:

Low Income Housing Tax Credit Program - This program provides both Federal and State income tax credit, based on the cost of constructing lower income housing, to the developer/owner of such a project. Construction and permanent financing from another source is required. Priority is given to very low income housing projects and to projects that provide for large family units with three to four bedrooms.

Affordable Housing Program - This program provides grants or loans for purchase, construction and rehabilitation of affordable housing for very low income, low and moderate income households. The amount of grants and loans depends on the amount of assistance required to make the project feasible. No matching funds are required and very low income housing projects are the second highest priority for funding.

There are other programs which provide low interest, fixed rate, insured mortgages as well as construction loans to developers of lower income housing projects.

Assist Private Developments

Although private development of multiple family dwelling units is more cost effective, the housing market demand does not support such projects. It is unlikely that a private developer, even with financial incentives, would be willing to make the primary long-term financial commitment toward an apartment complex. However, the housing market demand is supporting the development of single family detached homes affordable to low income households (eighty percent of county median income). A survey of new construction home prices within tract developments in Victorville indicates sale prices for three bedroom/two bath homes ranging from \$76,990 to \$119,990 with livable areas from 1,123 to 1,705 square feet (April 1996).

Therefore, the City may be able to assist individual homebuyers within Victorville by augmenting existing housing assistance programs. Housing fund monies could be used to "buy down" interest rates or match down payments or pay closing costs in conjunction with other housing programs such as the San Bernardino County Homeownership Assistance Program. This program provides a deferred loan (silent second) secured by a second trust deed for which there are no monthly payments and no interest until the property is sold or transferred. The deferred loan reduces monthly mortgage payments and the debt to income ratio making it easier to qualify for the primary home loan with a private lender. Because the difference between new construction market value and the sales price affordable to very low income households is minor, RDA housing fund monies can be leveraged to assist a greater number of targeted households. While the county Homeownership Assistance Program is available for the purchase of existing units and to low income households, the City would only offer additional assistance (housing fund) to very low income households purchasing newly constructed units in compliance with HCD requirements for satisfying RHNA numbers.

FHA 203(b) - The FHA 203(b) program provides loan guarantees in the form of mortgage payment insurance. Loans are processed by private mortgage lenders and approved based upon the home buyer's credit record, cash-on-hand and income. A three percent down payment is required; however, this as well as the closing costs can be a gift as long as it does not come from the lender, developer or broker. Furthermore, public assistance (welfare) and other housing program assistance is counted as income for purposes of qualifying applicants. The FHA 203(b)

program allows many applicants to qualify for loans by removing some of the risk from the lenders and by allowing gift monies which reduce or eliminate up-front costs.

Where a gap still exists between the price of a home and the price affordable to a very low income household, the City's housing funds could be used to help qualify the homebuyer. However, since the FHA 203(b) program makes it possible for the homebuyer to qualify for a loan without expending any personal funds, there is little incentive for the household to continue making the monthly mortgage payments. Therefore any housing fund monies used to help qualify applicants should be made in the form of a deferred loan (silent second) such that re-payment is required upon the sale or transfer of the property. The repayment could be forgiven after ten years of ownership. In those cases where the applicant provides personal funds for down payment and closing costs the City could match such funds in the form of a grant to help the household qualify. A minimum three percent personal investment by the applicant should be required in order to qualify for matching grant money from the housing fund.

In order to further provide the use of housing fund moneys specifically for very low income households, agreements could be signed with private developers who construct affordable housing as very low income households are qualified by private lending institutions. In this manner the City retains some control over the price of the homes and minimizes the amount of housing fund expenditures per household.

Northgate Village Apartments (Section 8)

The Northgate Village Apartments are required to reserve twenty-eight units for low and moderate income households and four of these units for very low income households. There are currently twenty-eight very low income households residing at the apartment complex (April 1996). The remaining 112 units could be rented at rates affordable to very low income households thereby furthering the City's attempt to provide affordable housing for this income group in compliance with the RHNA numbers. The Housing Authority administers a housing voucher program which allows qualified households to rent units at thirty percent of their annual gross income. The Housing Authority advertises and directs individuals to apartments covered by the voucher program. The Housing Authority allows a payment standard of maximum rents as follows:

One-bedroom	\$425.00
Two-bedroom	\$531.00
Three-bedroom	\$762.00
Four-bedroom	\$906.00

The current rental rates at Northgate Village Apartments are as follows:

One-bedroom	\$395.00
Two-bedroom	\$475.00
Three-bedroom	\$550.00

Acceptance of Section 8 housing vouchers would further subsidize rental rates allowing a complete conversion to very-low income levels.

The City will continue to evaluate housing assistance programs to determine their value in furthering the provision of newly constructed very low income housing units as well as seek efficient methods for expending housing fund monies. The primary focus will be to comply with the RHNA figures using housing assistance programs and housing fund monies. Table 27 indicates the City's five and ten year goals for developing the required number of newly constructed units as well as the number of units anticipated under on-going rehabilitation, conservation and housing assistance programs. Although this Table identifies goals through the year 2005, the current planning period ends June 30, 1998. It is expected that this element will be revised again before the end of this period.

Table 27
VICTORVILLE HOUSING ACTION PLAN 1995-2005

Existing (1989-1995)	Development Goal (1995-2000)	Development Goal (2000-2005)	Total (2005)	Action Taken and Continuing Programs	Funding Source	Responsible Agency Activities
DEVELOPMENT						
(New Construction) - Very Low Income Units - Single Family Residential						
42 (20 in 1995)	100 units	100 units	200	Provide additional assistance to allow very low income households to qualify for home loans through the use of housing fund (RDA) monies in conjunction with housing assistance programs. Anticipated production of homes within redevelopment area of which 6% of total units shall be affordable to very low income households. (Section 33413(b)(2) Health & Safety Code).	20% Set-Aside (housing fund) Redevelopment Agency. San Bernardino County Homeownership Assistance Program Consortium - ECD. FHA 203(b) Program - HUD.	RDA: coordinate distribution of housing funds with housing assistance program allocations. Retain development agreements with private developments limiting the sale price of homes and specifying the income limits of homebuyers and maximum housing fund assistance.
(New Construction) - Very Low Income Units - Multiple-Family Residential						
56 2 apartment complexes	56 units	56 units	112	Make all units affordable and available to very low income households at Northgate Village Apartments	Accept Section 8 Voucher Program - San Bernardino County Housing Authority.	RDA: list Northgate Village Apartments with the Housing Authority through participation in the voucher program.
DEVELOPMENT						
(Existing Programs) - Anticipated additional very low income units						
22	25 units - scattered site program	25 units	50	6 units provided in 1995. 5 scattered site units projected per fiscal year based on existing program.	HUD - through San Bernardino County Housing Authority Scattered Site Housing Program	CMO: identify sites and coordinate City approval with San Bernardino County Housing Authority.
REHABILITATION						
Anticipated loans and grants to lower income senior citizen and handicapped households to make housing repairs						
170	50 owner/rental units	50 units	100	Anticipate the rehabilitation of 10 units per year. 6 senior repair jobs were completed in 1995. 7 repairs are in progress as of 1996 with 9 new applications received.	CDBG, Home Improvement Loan Program, Rental Rehab., Senior Repair	RDA: qualify and finance owner rehabilitation of rental units. CMO: coordinate City approval of construction activities.

CHA = County Housing Authority
ECD = San Bernardino County Office of Community Development

CMO = City Manager's Office
PD = Planning Department

BD = Building Department
RDA = Redevelopment Agency

Table 27
VICTORVILLE HOUSING ACTION PLAN 1995-2005

Existing (1989-1995)	Development Goal (1995-2000)	Development Goal (2000-2005)	Total (2005)	Action Taken and Continuing Programs	Funding Source	Responsible Agency Activities
CONSERVATION						
Conserve low-moderate income rental units when 20% affordability requirement of the project's Mortgage Revenue Bond expires						
N/A	During this planning period there were 4 units which converted from low and moderate income. Market rents are lower than maximum rental limits.	Subsidize the following units if at the time the bond expires, market rate rents are higher than low/moderate income rental limits ¹		City will coordinate with owners to maintain low and moderate income units through other funding programs.	Redevelopment set-aside, HUD, Section 8 vouchers	CMO: negotiations with property owners.
°Gold West Apartments 88 total units	18 units: (2000)	N/A				
°Summer Breeze 168 total units	N/A	34 units: (2004)				
°Newporter Apartments 200 total units	40 units: (1998)	N/A				
°Wimbledon 289 total units	N/A	N/A (58 units contracted - 2015)				
ALTERNATIVE HOUSING PROGRAMS						
Encourage establishing homeless/emergency shelters to satisfy the City's fair share of the Victor Valley needs						
55	Provide assistance to organizations to establish homeless shelters	Provide assistance to organizations to establish homeless shelters		The City is working with surrounding jurisdictions to provide for 260 additional beds in emergency shelter housing.	CDBG	CMO: coordinate City approval process and negotiate funding programs. BD: inspect and ensure compliance with safety standards.

¹ January 1996 market rental rates were lower than the low-moderate maximum rental rates.

Table 27
VICTORVILLE HOUSING ACTION PLAN 1995-2005

Existing (1989-1995)	Development Goal (1995-2000)	Development Goal (2000-2005)	Total (2005)	Action Taken and Continuing Programs	Funding Source	Responsible Agency Activities
\$5,000 CDBG Grant 1996	To locate and obtain additional funding sources.	To locate and obtain additional funding sources.		The City is coordinating efforts to retain funding from surrounding jurisdictions.	CDBG	CMO: negotiations with surrounding jurisdictions.
Established in Zoning Ordinance 1991	Allow emergency shelters for the homeless in R-2, R- 3, R-4, C-1, C-2, C- A, C-M, I.P.D., M- 2, and M-2 zone districts subject to a conditional use permit	Ongoing review of code sections.		Zoning Ord. amendment has been approved. The City will continue to review and update zoning and building codes as necessary.	N/A	PD: review and revise code sections as directed by CMO

Government Code Section 65863.10 requires that a notice of intent must be filed with local and state jurisdictions at least one year prior to conversion. No such notices have been filed with the City as of January 1996.

Source: Victorville Planning Department

GOALS, POLICIES, AND IMPLEMENTATION MEASURES AND PROGRAMS

GOAL 1: Victorville as a community which encourages the provisions of a wide range of housing by location, type of unit, and price to meet the existing and future housing needs in Victorville.

POLICY 1.1: The City will continue to ensure that there exists a wide variety of multi-family zone districts with varying densities, as well as single family residential zone districts allowing for a wide range of lot sizes.

Imp. 1: Portions of the City which are designated for high density residential land use include minimum density development standards to ensure a varying multiple family housing mix.

Imp. 2: The zoning ordinance will continue to provide for a density bonus when a developer of housing agrees to construct at least twenty-five percent (25%) of the units at a price affordable to low and moderate income households or ten percent (10%) of the units affordable to very low income households.

Imp. 3: The Zoning Ordinance provides for specific plans, planned unit developments, and combining districts for the purpose of providing flexibility in land use and development standards. These provisions allow for a wide range of housing types, lot sizes and densities for single and multiple family residential developments to meet social and economic needs within the community.

Imp. 4: The City Redevelopment Agency has expended housing fund monies to purchase and complete construction of a multiple family housing project for the purpose of making affordable units available to a range of economic levels, particularly the very low and low income categories.

Imp. 5: The City Redevelopment Agency, through a non-profit development corporation, will pursue implementation of a "silent second" loan program to assist homebuyers in the very low income category with matching down payment, or reduced interest rate or closing costs.

POLICY 1.2: The City will discourage the concentration of housing constructed expressly for low and moderate income households in any single planning area.

Imp. 1: The City Redevelopment Agency, through a non-profit development corporation, will pursue implementation of a "silent second" loan program to assist homebuyers in the very low income category with matching down payment, or reduced interest rate or closing costs.

Imp. 2: The zoning ordinance makes provision for a density bonus when a developer of housing agrees to construct at least twenty-five percent (25%) of the units

at a price affordable to low and moderate income households or ten percent (10%) of the units affordable to very low income households.

- Imp. 3: The City Redevelopment Agency will consider implementation of a "scattered site housing program" to provide rental assistance to low and moderate income households throughout the City upon compliance with the City's Regional Housing Needs Allocation.

POLICY 1.3: The City will continue to apply consistent regulations to ensure project completion.

- Imp. 1: Apply all zoning regulations in effect at the time the application is deemed completed for subsequent non-vested project development, excepting any time extensions or project modifications.

- Imp. 2: The City will continue to actively participate in vesting agreements to help ensure large-scale housing projects can develop under the rules in effect at the time of application.

POLICY 1.4: The City will continue to cooperate with non-profit organizations to provide emergency shelter for the homeless in the City.

- Imp. 1: The City will continue to make provisions for homeless shelters within the City.

POLICY 1.5: The City will encourage developers of new residential areas to provide units in a wide price range to ensure that new housing is available to low and moderate income households.

- Imp. 1: The City Redevelopment Agency, through a non-profit development corporation, will pursue implementation of a "silent second" loan program to assist homebuyers in the very low income category with matching down payment, or reduced interest rate or closing costs.

- Imp. 2: The zoning ordinance will continue to make provision for a density bonus when a developer of housing agrees to construct at least twenty-five percent (25%) of the units at a price affordable to low and moderate income households or ten percent (10%) of the units affordable to very low income households.

- Imp. 3: The Zoning Ordinance provides for specific plans, planned unit developments, and combining districts for the purpose of providing flexibility in land use and development standards. These provisions allow for a wide range of housing types, lot sizes and densities for single and multiple family residential developments to meet social and economic needs within the community.

- Imp. 4: The Zoning Ordinance allows for minimum dwelling unit sizes, ranging from 120 square feet for single room occupancy units to 800 square feet for single family dwelling units.

GOAL 2: Victorville as a community which provides for all persons regardless of race, religion, sex, marital status, ancestry, national origin, or color.

- POLICY 2.1: The City will support ongoing efforts of the State and County to enforce fair-housing laws.

- Imp. 1: The City will investigate all complaints related to housing discrimination and refer them to the appropriate agency.

GOAL 3: Victorville as a community which encourages the maintenance and preservation of the existing housing stock.

- POLICY 3.1: The City will continue to cooperate with non-profit organizations to provide emergency shelter for the homeless in the City.

- Imp. 1: The City will continue to make provisions for homeless shelters within the City.

- POLICY 3.2: The City will continue to require that all substandard units in the City are improved so that they comply, where required, with the existing building and safety code.

- Imp. 1: The City will enforce the existing building and safety code through existing, and, if necessary, expanded code enforcement efforts.

- POLICY 3.3: The City will use available programs to assist property owners that can demonstrate financial need in the upgrading of the substandard units.

- Imp. 1: The City Redevelopment Agency will consider implementation of a housing rehabilitation assistance program.

- POLICY 3.4: The City will consider the use of all federal, state, and local financing and subsidy programs which can be used to preserve existing assisted housing developments for lower income households.

- Imp. 1: The City Redevelopment Agency will consider implementation of an affordable housing conservation program, if necessary, to retain existing assisted housing units for lower income households which are converting to market rate rental units.

- Imp. 2: The City will compile a list of all existing government assisted multi-family rental projects eligible to change to non-low income housing uses due to loan pre-payment or expiration of Section 8 rental assistance or expiration of 20% Set-Aside requirement of Mortgage Revenue Bonds.
- Imp. 3: The City, prior to attaining "entitled city" status, will maintain a current list of housing assistance programs available through the County of San Bernardino.
- Imp. 4: The City will maintain a current list of housing assistance programs through the Affordable Housing Financial Clearinghouse provided by the State Department of Housing and Community Development

GOAL 4: Victorville as a community which encourages the proper utilization of the undeveloped residential areas of the City.

POLICY 4.1: The City will consider promoting infill development.

- Imp. 1: The City will consider preparation of a study to compare the fiscal affect of infill versus peripheral development upon the City, as well as the potential affects on congestion management and air quality.

GOAL 5: Victorville as a city encouraging changes in State housing law to accurately reflect community housing needs.

POLICY 5.1: The City will support legislation which seeks to recognize existing development in the formulation of Regional Housing Needs Allocation.

- Imp. 1: The City shall support the inclusion of existing and rehabilitated housing units toward compliance with Regional Housing Need Allocation.
- Imp. 2: The City shall support the recognition of homeless shelters as providing housing units in compliance with Regional Housing Need Allocation.

CITY OF VICTORVILLE GENERAL PLAN



NOISE ELEMENT

TABLE OF CONTENTS

	<u>Page</u>
INTRODUCTION	1
Purpose of This Element	1
Issues Identification	1
GOALS	2
NOISE MITIGATION PLAN	2
Measurement of Noise Levels	2
Standards for Land Use Compatibility	4
Land Use Policy and the Noise Environment	7
GOALS, POLICIES, AND IMPLEMENTATION MEASURES AND PROGRAMS	11

LIST OF FIGURES

	<u>Page</u>
Figure 1	Potential Future Noise Contours Baldy Mesa Planning Area 14
Figure 2	Potential Future Noise Contours Golden Triangle Planning Area 15
Figure 3	Potential Future Noise Contours West Bear Valley Planning Area 16
Figure 4	Potential Future Noise Contours East Bear Valley Planning Area 17
Figure 5	Potential Future Noise Contours Spring Valley Lake Planning Area 18
Figure 6	Potential Future Noise Contours Central City Planning Area 19
Figure 7	Potential Future Noise Contours Civic Center Planning Area 20
Figure 8	Potential Future Noise Contours West City Planning Area 21
Figure 9	Potential Future Noise Contours Village Planning Area 22
Figure 10	Potential Future Noise Contours North Mojave Planning Area 23
Figure 11	Potential Future Noise Contours Turner Heights Planning Area 24
Figure 12	Potential Future Noise Contours Southern California Logistics Airport Planning Area 25
Figure 13	Potential Future Noise Contours Quartzite Planning Area 27

LIST OF TABLES

	<u>Page</u>
Table 1	Comparative Sound Levels 5
Table 2	Noise and Land Use Compatibility Guidelines 6
Table 3	Projected Noise Levels From Traffic 7
Table 4	Potential Residential Exposure to Noise 8
Table 5	Distance to Ldn From Roadway Centerline - Commercial Airport with Residential Alternative 10
Table 6	Noise Impacts Associated with Military Operations and Civilian Reuse of George Air Force Base 10

INTRODUCTION

Purpose of this Element

Noise can be generally defined as unwanted or unpleasant sound. Of all neighborhood problems reported in a 1975 U.S. Housing Census survey, street noise led as the principal disturbance. For most people, the usual consequences of noise are associated with an interference with speech and other communication, a distraction at home and at work, the disturbance of rest and sleep, and the disruption of various recreational pursuits. The effects of noise are widespread and include both psychological and social effects, as well as physiological effects.

The State of California has recognized the relationship between noise and noise-sensitive land uses, which can be controlled at the local level through land use regulations. Section 65302(f) of the California Government Code requires that each city have a Noise Element as part of the General Plan. This Noise Element follows the guidelines adopted by the Office of Noise Control, pursuant to Section 46050.1 of the Health and Safety Code. The element quantifies the community noise environment in terms of noise exposure contours. These contours serve as guidelines for the development outlined in the Land Use Element in order to achieve noise-compatible land uses and to provide baseline levels and noise source identification for local noise ordinance enforcement.

State guidelines are very specific as to the content of the General Plan Noise Element. Government Code Section 65302(f) states that the Noise Element should be prepared according to guidelines established by the State Department of Health Services. At a minimum, the Government Code requires the element to analyze the projected noise levels from the following:

- Highways and freeways;
- Primary arterials and major local streets;
- Passenger and freight on-line railroad operations and ground rapid transit systems;
- Commercial, general aviation, heliport, helistop and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation;
- Local industrial plants, including, but not limited to railroad classification yards; and
- Other ground stationary sources identified by local agencies as contributing to the community noise environment.

Issues Identification

The major noise related issues affecting future land use decisions in the planning area include the following:

- Transportation noise from Interstate 15, Highways 18 and 395, and the railroad facilities will continue to be a major source of noise in the community.
- Increased development will result in corresponding increases in vehicular traffic on the arterial roads, and as a result intra-city traffic will continue to be the predominant source of noise in the planning area.
- Existing and future development of high intensity uses, such as the Mall of Victor Valley and Victor Valley College, as well as the Southern California Logistics Airport, will continue to attract concentrations of people, traffic, and activities resulting in significant "localized" noise impacts.
- New development will have to be monitored to ensure that measures are implemented to reduce noise exposure as required by the State of California.

GOALS

- Goal 1: Victorville as a community which is sensitive to and identifies significant noise sources.
- Goal 2: Victorville as a community which manages the affects of noise emissions to help ensure reduction of adverse affects.

NOISE MITIGATION PLAN

The Noise Mitigation Plan includes a definition of noise and its measurement, standards for compatible land use planning, mitigation measures for noise control and measures to be implemented by the City.

Measurement of Noise Levels

Sound is caused by vibration in the air pressure around its steady-state atmospheric level. Such vibrations in the case of noise (unwanted sound), are characterized by rapidly changing frequencies and sound pressures. Human hearing is most sensitive to sounds between 500 and 10,000 cycles per second or hertz (Hz); however, the average hearing will pick up frequencies from about 20 cycles per second to 20,000 cycles per second, and sound pressures from about 0.0002 microbars to 2,000 microbars, a ratio of ten million to one.

Noise levels may be described using a number of methods designed to evaluate the "loudness" of a particular noise. The most commonly used units for measuring the level of sound is the decibel (dB), Equivalent Noise Level (Leq), and the Community Noise Equivalent Level (CNEL). The predominant sound level criteria in use in California at the present time utilizes the Community Noise Equivalent Level (CNEL).

The decibel scale is designed so that an increase of the units on the scale represents a tenfold (logarithmic) increase in sound energy and approximately a doubling of prescribed loudness. The decibel scale is standardized to a reference pressure so that the threshold of human hearing is approximately 0 dB and the threshold of potential eardrum rupture is 140 dB.

The Leq is the average of the sound level energy for a one-hour period and employs an A-weighted decibel correction which corresponds to the optimal frequency response of the human ear.

Noisiness, as opposed to loudness, is subjective and is a reflection of annoyance and is not measured well using a dBA scale alone. For two sounds with the same loudness, the one with more energy in the high audible frequency range would be considered more annoying by the human ear. Regular warbling sounds, pure tones, and human speech are more annoying than random background noise emitting the same energy, but are also not emphasized by "A" weighted measurements. Only tests of actual human reactions to noise in any specific environment could best monitor annoyance. Without performing such tests, scales measuring noise over a length of time have been developed to correspond to the human reaction to noise.

In order to better relate noise levels to human response, energy-averaged noise levels are weighted to account for increased sensitivity in evening and nighttime hours. The CNEL accounts for this sensitivity by adding five decibels to sound levels in the evening between 7:00 p.m. and 10:00 p.m. and adding 10 decibels to sound levels at night between 10:00 p.m. and 7:00 a.m. This weighting relates noise measurements to observed measurements accepted by the State for use in the General Plan.

The other accepted method is a day-night average level of L(dn) which, like CNEL, is a 24-hour A-weighted energy equivalent level. The L(dn), however, only weights the sound levels between 10:00 p.m. and 7:00 a.m. with a 10 decibel addition, but does not weight sound levels between 7:00 p.m. and 10:00 p.m. as in the case of the CNEL. However, in comparing noise measurements, for most environmental noise situations, $CNEL = L(dn) + 0.5 \text{ dB}$.

Human Sensitivity to Noise

Noise measurements are meaningless without an understanding of the relationship to human sensitivity. The human response to noise is varied and extremely complex. Noise effects have been divided and described in terms of physiological effects, behavioral effects, and subjective effects. Physiological effects include both temporary effects such as startle reactions and temporary hearing threshold shifts, along with enduring effects such as those from prolonged sleep loss or permanent hearing damage. Behavioral effects involve interference with ongoing activities such as speech, learning, listening, or distraction from the performance of various tasks. Subjective effects are a combined result of behavioral and physiological effects and are described in such terms as "annoyance," "nuisance," "disturbance," or "dissatisfaction."

The Environmental Protection Agency (EPA), after reviewing numerous studies, has reported that permanent noise-induced hearing threshold losses of greater than five dBA can occur when the L(eq) during an eight hour period each day exceeds 75 dBA or when the 24 hour L(eq)

exceeds 70 dBA. The EPA also reported the maximum level to protect the vast majority of the population from interference with speech or other activity outdoors at an L(dn) of 55 dBA and indoors at an L(dn) of 45 dBA. Since evening and nighttime noises are relatively much lower than daytime noises for these groups, L(dn) and CNEL measurements correspond closely to the 24 hour L(eq). Table 1 illustrates comparative sound levels in order to relate noise level as measured by A-weighted decibels (dBA) to noise experienced on a daily basis. Therefore, the daytime noise level may be equal to 65 dBA when there is greater activity.

Standards for Land Use Compatibility

Activity, or land use, also is a factor in sensitivity to noise. Hospitals are particularly sensitive as noise could prevent sleep. As sleep is a primary activity in residences, taking up approximately one-third of the day, these land uses are also sensitive to noise. Noise can distract from reading, studying, and listening, making schools and libraries vulnerable to noise intrusion. Noise is tolerated to a much greater extent in commercial and industrial areas, where it does not interfere with human activities as much. Table 2 illustrates acceptable and unacceptable noise levels for various land uses as established by the U.S. Department of Housing and Urban Development and State of California Guidelines.

Noise exposure is "normally acceptable" if the level of exposure does not require any special noise insulation or special construction techniques to reduce interior noise levels. The maximum exterior noise level considered to be normally acceptable for single-family and multiple-family residential development is 65 dBA.

The State also provides additional standards through the implementation of the State Noise Insulation Standards. These standards apply to new multiple-family residential development located in areas exposed to ambient noise levels that exceed 65 dB (CNEL or Ldn). New multiple-family development in these areas must reduce exterior to interior noise levels through insulation, construction, or design.

Those uses proposed in areas affected by noise levels beyond that which is normally acceptable for the specific land use may be required to mitigate both exterior and interior noise levels. For example, a residential development proposed on property affected by a noise level of 70 dBA would be required to reduce the exterior noise level by 5 decibels to 65 dBA and the exterior to interior noise level by 25 decibels to 45 dBA. A wall and/or earthen berm and/or landscape screening would be examples of methods for reducing the noise impact upon exterior yards while insulation, and/or construction and design techniques may be used to reduce noise impacts upon the interior of the dwellings. Conventional construction of dwellings pursuant to State Energy Conservation requirements in Victorville due to local climate automatically achieves a 20 decibel reduction in exterior to interior noise level. Since the noise impacts shown in Table 4 (Potential Residential Exposure to Noise) and the noise contours shown in Figures 1 through 13 (Planning Area Potential Future Noise Contour maps) do not account for existing man-made or natural noise barriers, many of the properties are not actually affected by noise to the extent illustrated. For example, residences located near Seventh Street are protected by commercial buildings

which function as barriers penetrating the "line-of-sight" between the street (noise source) and the homes (noise receptor).

TABLE 1 - COMPARATIVE SOUND LEVELS

Common Outdoor Noise Levels	Noise Level (dBA)	Common Indoor Noise Levels
	110	Rock Band
Jet Flyover at 1000 ft		
	100	Inside Subway Train (New York)
Gas lawnmower at 3 ft		
	90	Food Blender at 3 ft
Noisy Urban Daytime		Garbage Disposal at 3 ft
	80	Shouting at 3 ft
Diesel Truck at 50 ft		
Gas Lawnmower at 100 ft		Vacuum Cleaner at 10 ft
	70	
Commercial Area		Normal Speech at 3 ft
Heavy Traffic at 300 ft		
	60	Large Business Office
		Dishwasher Next Room
	50	
Quite Urban Nighttime		Small Theater, Large Conference Room (Background)
	40	
Quiet Suburban Nighttime		Library
	30	Bedroom at Night
Quiet Rural Nighttime		Concert Hall (Background)
	20	
		Broadcast and Recording Studio
	10	
		Threshold of Hearing
	0	

Source: California Office of Noise Control

TABLE 2
LAND USE COMPATIBILITY STANDARDS FOR COMMUNITY NOISE ENVIRONMENTS

Land Use Categories	Community Noise Exposure Ldn or CNEL, dB							Interpretation
	55	60	65	70	75	80+		
Residential - Low Density, Single Family, Duplex, Multi- family	1	1						1 NORMALLY ACCEPTABLE Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
			2	2				
					3			
						4	4	
Residential - Mobile Home	1	1						2 CONDITIONALLY ACCEPTABLE New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, buy with closed windows and fresh air supply systems or air conditioning will normally suffice.
			2					
				3	3			
						4	4	
Transient Lodging - Motels, Hotels	1	1						3 NORMALLY UNACCEPTABLE New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
			2	2				
					3	3		
							4	
Schools, Libraries, Churches, Hospitals, Nursing Homes	1	1						4 CLEARLY UNACCEPTABLE New construction or development should generally not be undertaken
			2					
				3	3			
						4	4	
Auditoriums, Concert Halls, Amphitheaters	2	2						3 NORMALLY UNACCEPTABLE New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
			3	3				
					4	4	4	
Sports Arena, Outdoor Spectator Sports	2	2	2	2				4 CLEARLY UNACCEPTABLE New construction or development should generally not be undertaken
					3	3	3	
Playgrounds, Neighborhood Parks	1	1	1					4 CLEARLY UNACCEPTABLE New construction or development should generally not be undertaken
				2				
					3			
						4	4	
Golf Courses, Riding Stables, Water Recreation, Cemeteries	1	1	1					4 CLEARLY UNACCEPTABLE New construction or development should generally not be undertaken
				2	2			
						4	4	
Office Buildings, Business Commercial and Professional	1	1	1					Source: <u>Guidelines for the Preparation of Content of the Noise Element of the General Plan, 1986, Governor's Office of Planning and Research.</u>
				2	2			
						3	3	
Industrial, Manufacturing, Utilities	1	1	1	1				Source: <u>Guidelines for the Preparation of Content of the Noise Element of the General Plan, 1986, Governor's Office of Planning and Research.</u>
					2	2	2	
Agriculture	1	1	1	1	1	1	1	Source: <u>Guidelines for the Preparation of Content of the Noise Element of the General Plan, 1986, Governor's Office of Planning and Research.</u>

Source: Guidelines for the Preparation of
Content of the Noise Element of the General
Plan, 1986, Governor's Office of Planning
and Research.

Land Use Policy and the Noise Environment

The implementation of the land use policy outlined in the Land Use Element and detailed on the Land Use Policy Map will have an impact on the future noise environment. Future development identified in the Land Use Element will result in increased traffic on the local system of roadways which will result in an incremental increase in noise. Also, certain types of land uses will generate noise related to the particular activity. For example, factories will generate a variety of noises from machinery and other activities related to the industrial process.

The Land Use Element, in an attempt to minimize noise impacts, establishes land use designations other than residential development in those portions of the planning area subject to noise levels in excess of 65 dB. Major roadways where traffic noise exceeds 65 dB include Interstate 15, Highway 18, Seventh Street, Hesperia Road, Palmdale Road, Bear Valley Road and portions of Village Drive and Mojave Drive. Non-residential development is planned for a significant proportion of the area within the 65 dB or greater exposure zones. Projected noise levels from traffic are shown in Table 3.

Table 3
PROJECTED NOISE LEVELS FROM TRAFFIC

Street	Project ADT	Noise Level (Ldn) Distance From Median (in Feet)				
		50'	100'	200'	400'	800'
I-15 Freeway	100,000	81.7	77.1	72.6	68.1	63.3
Highway 18	40,000	70.3	65.7	61.2	56.7	62.2
Palmdale Road	43,500	69.8	65.3	60.8	56.2	51.7
Seventh Street	37,000	67.5	63.0	58.5	53.9	49.4
Hesperia Road	40,000	67.8	63.3	58.8	54.3	49.8
Village Drive	20,000	63.0	58.5	54.0	49.4	44.9
Bear Valley Road	50,000	73.1	68.6	64.0	59.5	55.0
Mojave Drive	50,000	73.2	68.7	64.2	59.6	55.1

Notes: Project Volumes are from DKS Inc., 1987. Noise levels estimated using FHWA Highway Traffic Noise Prediction Model: U.S. Department of Transportation, 1978.

Table 4 describes the levels of exposure for residentially designated lands and identifies the total number of units and the population that would be exposed to a noise level at or in excess of 65 dB. The analysis summarized in this table assumes that development will proceed according to the location, extent, and densities of residential land uses described in the Land Use Element.

Table 4
POTENTIAL RESIDENTIAL EXPOSURE TO NOISE

Land Use Designation*	65-70 dB	70-75 dB	75 dB
Area in Acres			
Open Space	71	44	-
Rural Residential	10	60	-
Very Low Density	389	107	-
Low Density**	271	119	-
Medium Density	8	4	-
High Density	48	17	-
Residential Parks	-	-	-
Total	797	351	-
Dwelling Units (assuming maximum build-out)			
Open Space	28	17	-
Rural Residential	2	12	-
Very Low Density	389	107	-
Low Density	1,355	594	-
Medium Density	63	36	-
High Density	968	348	-
Residential Parks	-	-	-
Total	2,805	1,114	-
Population (assuming 2.66 persons per unit)			
Open Space	75	48	-
Rural Residential	5	32	-
Very Low Density	1,035	286	-
Low Density	3,604	1,581	-
Medium Density	168	96	-
High Density	2,574	925	-
Residential Parks	-	-	-
Total	7,461	2,968	0

*Includes residential densities and/or existing dwellings, where applicable, within adopted specific plans.

**Includes existing dwelling units in the Southern California Logistics Airport Community Plan Element.

Southern California Logistics Airport Commercial Airport

Airport noise levels and impact boundaries are commonly determined by one of two ways. The first method is to establish CNEL through sound monitoring and recording equipment located at strategic points within the airport environs. The accumulated data can then be converted to contours that reflect the limits of a particular noise level. The second method is to estimate CNEL contours by reference to noise studies completed by sound monitoring methodology. The following factors are included in the analysis leading to the estimation of CNEL contours.

- ° Airport (runway) configuration, including local terrain.
- ° Airport/aircraft operations, including such factors as runway utilization; frequency of aircraft operations by type aircraft; day-evening-night activity levels; and traffic patterns including approach and departure procedures.
- ° Single event noise exposure level for specified aircraft type classifications.

The standard for an acceptable level of aircraft noise for persons living in the vicinity of airports is established to be a Community Noise Equivalent Level of 65 decibels.¹ This noise exposure level has been determined to be reasonable for persons residing in urban residential areas where homes are of typical California construction and may have windows partially open. Illustratively, 65 dB is representative of a typical conversation (normal speech) at three feet.

Figure 12 represents the future impact area for commercial airport operations, as expressed in noise contours. Table 5 depicts the impact areas and the potential number of existing residential units affected by noise. Table 6 represents the noise levels associated with military operations in 1983 and the future projected noise levels associated with civilian reuse on SCLA.

The City has undertaken and will continue to undertake various implementation measures to reduce noise problems. The City and Caltrans have created soundwalls. The City has, among other things, (a) prohibited development near arterial roadways, (b) utilized landscaping, (c) utilized masonry sound walls and (d) requires all housing to utilize dual pane windows which lowers noise levels 20-25 decibels.

Ground Stationary Sources

A glass manufacturing plant and cement manufacturing plant are the only ground stationary sources potentially contributing to the noise environment. Both are located within Heavy Industrial land use designated areas where 75 decibels is "conditionally acceptable" for permitted uses. The noise generated by nearby streets and the railroad tracks exceeds that of both manufacturing plants and does not affect the noise contours of their respective planning areas.

¹ California Administrative Code, Title 21, Section 5012.

Table 5
DISTANCE TO Ldn FROM ROADWAY CENTERLINE -
COMMERCIAL AIRPORT WITH RESIDENTIAL ALTERNATIVE

Year	Roadway	Distance (Feet)					
		Ldn 65	No. of Residences	Ldn 70	No. of Residences	Ldn 75	No. of Residences
1998	Air Base Rd West	140	2	50	0	*	--
	Air Base Rd East	300	5	100	0	*	--
	U.S. 395	340	21	110	0	40	0
	El Mirage Rd	90	0	30	0	*	--
	Helendale Rd	50	0	*	--	*	--
	Village Dr**	170	2	60	0	*	--
	Shay Rd	80	0	30	0	*	--
2003	Air Base Rd West	180	6	60	0	*	--
	Air Base Rd East	380	7	130	2	50	0
	U.S. 395	390	23	130	0	50	0
	El Mirage Rd	110	0	40	0	*	--
	Helendale Rd	60	0	*	--	*	--
	Village Dr**	220	2	80	0	*	--
	Shay Rd	110	0	40	0	*	--
2013	Air Base Rd West	250	8	90	2	30	0
	Air Base Rd East	520	7	180	3	60	0
	U.S. 395	480	24	160	0	50	0
	El Mirage Rd	160	0	60	0	*	--
	Helendale Rd	80	0	30	0	*	--
	Village Dr**	310	8	110	2	*	--
	Shay Rd	160	0	50	0	*	--

*Contained within Roadway.

**Number of houses between Air Base Road and power lines south of Clovis Street (approximately 1.5 miles).

Source: 1991 EIS - George AFB Closure and Reuse.

Table 6
NOISE IMPACTS ASSOCIATED WITH MILITARY OPERATIONS
AND CIVILIAN REUSE OF GEORGE AIR FORCE BASE

Year	Acreage Affected by 65 Ldn or Greater Noise Contours
1983	29,400
2013 ^A	3,800
2020 ^B	5,490

Source: A) 1983 Air Installation Compatible Use Zone Study, Department of the Air Force, and 1990 Reuse Study, P & D Technologies

B) RMJ & Associates, "Southern California International Airport SCIA Aircraft Operations Forecast," January 28, 1998.

GOALS, POLICIES, AND IMPLEMENTATION MEASURES AND PROGRAMS

GOAL 1: Victorville as a community which is sensitive to and identifies significant noise sources.

POLICY 1.1: The City will continue to implement acceptable noise standards for various land uses throughout the City.

Imp. 1: The City will continue to assess projects through the subdivision, site plan, conditional use permit, and other development review processes and incorporate conditions of approval which ensure noise compatibility where appropriate.

Imp. 2: New residential development in those areas identified as having a CNEL of 65 dB or greater shall have a noise study performed to determine what level of sound insulation, if any, is required to meet the acceptable interior noise levels as established by the City.

POLICY 1.2: The City will continue implementation of its land use policies and recommendations to ensure that there is no conflict or inconsistency between the operation of the Southern California Logistics Airport and future land uses within the City of Victorville. For more discussion see the Southern California Logistics Airport Community Plan Element.

Imp. 1: The City will continue to assess projects through the subdivision, site plan, conditional use permit, and other development review processes to create conditions of approval which ensure noise compatibility where appropriate.

Imp. 2: The City will continue to monitor Southern California Logistics Airport operations.

POLICY 1.3: The City will include noise mitigation measures in the design and use of new roadway projects.

Imp. 1: The City will continue to use special paving materials.

Imp. 2: The City will continue to assess appropriate truck routes.

POLICY 1.4: Establish and maintain coordination, where applicable, among local, State and Federal agencies involved in noise abatement.

Imp. 1: The City will continue to monitor Southern California Logistics Airport operations.

Imp. 2: The City will continue to review and comment, when appropriate, upon discretionary projects from adjacent local jurisdictions.

POLICY 1.5: The City will continue, at the earliest stage possible in the planning process, to assess land use designations as they are proposed in relationship to noise generators.

Imp. 1: The City will continue to assess, at the time of general plan amendment, the appropriateness of land use changes allowing for future development projects to determine their compatibility with the existing and/or future noise environment.

GOAL 2: Victorville as a community which manages the affects of noise emissions to help ensure reduction of adverse affects.

POLICY 2.1: The City will continue to implement acceptable standards for noise for various land uses throughout the City.

Imp. 1: The City will continue to review projects through the subdivision, site plan, conditional use permit, and other development review processes and incorporate conditions of approval to ensure noise compatibility where appropriate.

Imp. 2: New residential development in those areas identified as having a CNEL of 65 dB or greater will have to have a noise study performed to determine what level of sound insulation, if any, is required to meet the acceptable interior noise levels as established by the City.

POLICY 2.2: The City will continue implementation of its land use policies and recommendations to ensure that there is no conflict or inconsistency between the operation of the Southern California Logistics Airport and future land uses within the City of Victorville. For more discussion see the Southern California Logistics Airport Community Plan Element.

Imp. 1: The City will continue to assess projects through the subdivision, site plan, conditional use permit, and other development review processes and incorporate conditions of approval which ensure noise compatibility where appropriate.

POLICY 2.3: The City will include noise mitigation measures in the design and use of new roadway projects.

Imp. 1: The City will continue to use special paving materials.

Imp. 2: The City will continue to assess appropriate truck routes.

POLICY 2.4: Establish and maintain coordination, where applicable, among City, State and Federal agencies involved in noise abatement.

Imp. 1: The City will continue to monitor Southern California Logistics Airport operations.

Imp. 2: The City will continue to review and comment, when appropriate, upon discretionary projects from adjacent local jurisdictions.

POLICY 2.5: The City will continue, at the earliest stage possible in the planning process, to assess land use designations as they are proposed in relationship to noise generators.

Imp. 1: The City will continue to assess, at the time of general plan amendment, the appropriateness of land use changes allowing for future development projects to determine their compatibility with the existing and/or future noise environment.

POLICY 2.6: The City will continue to consider development and adoption of a comprehensive noise ordinance based upon quantitative rather than qualitative noise standards.

Imp. 1: The City will continue to monitor noise complaints and determine the need for increased noise enforcement based upon new standards.

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POTENTIAL FUTURE NOISE CONTOURS BALDY MESA PLANNING AREA

FIGURE 1

Legend

- CITY LIMITS
- SPHERE OF INFLUENCE
- AFFECTED BY NOISE CONTOURS

Street	(Build Out) Projected ADT	Noise Level (CNEL) Distance From Median (in Feet)		
		60 dBA	65 dBA	70 dBA
PALMDALE ROAD				
Caughlin to Bellflower	25,000	267'	124'	57'
Bellflower to Highway 395	30,000	302'	140'	65'
LA MESA ROAD				
Caughlin to Baldy Mesa	10,000	147'	68'	32'
Baldy Mesa to Bellflower	12,000	164'	76'	35'
Bellflower to Highway 395	15,000	190'	88'	41'
BEAR VALLEY ROAD				
Caughlin to White	15,000	190'	88'	41'
White to Baldy Mesa	20,000	230'	107'	49'
Baldy Mesa to Bellflower	30,000	302'	140'	65'
Bellflower to Highway 395	40,000	362'	168'	78'
GOSS ROAD				
Caughlin to Aster	25,000	267'	124'	57'
Aster to Highway 395	35,000	335'	155'	72'
CAUGHLIN ROAD				
Goss to La Mesa	14,000	182'	84'	39'
La Mesa to Palmdale	15,000	190'	88'	41'
WHITE ROAD				
	10,000	147'	68'	32'
BALDY MESA ROAD				
Goss to Bear Valley	10,000	147'	68'	32'
Bear Valley to Palmdale	15,000	190'	88'	41'
ASTER ROAD				
Goss to Bear Valley	5,000	89'	41'	19'
Bear Valley to Palmdale	10,000	147'	68'	32'
BELLFLOWER STREET				
Bear Valley to La Mesa	8,000	126'	58'	27'
La Mesa to Palmdale	10,000	147'	68'	32'
HIGHWAY 395				
Goss to La Mesa	60,000	921'	427'	198'
La Mesa to Palmdale	65,000	1,000'	465'	215'





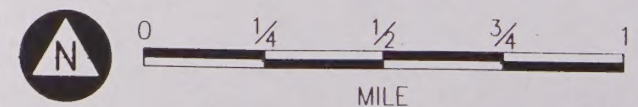
POTENTIAL FUTURE NOISE CONTOURS GOLDEN TRIANGLE PLANNING AREA

FIGURE 2

Legend

- CITY LIMITS
- - - SPHERE OF INFLUENCE
- AFFECTED BY NOISE CONTOURS

Street	(Build Out) Projected ADT	Noise Level (CNEL) Distance From Median (in Feet)		
		60 dBA	65 dBA	70 dBA
BEAR VALLEY ROAD				
Highway 395 to Amethyst	60,000	477'	221'	103'
Amethyst to Amargosa	70,000	530'	246'	114'
EUCALYPTUS STREET	50,000	426'	197'	92'
HIGHWAY 395	60,000	921'	427'	198'
TOPAZ ROAD	5,000	89'	41'	19'
AMETHYST ROAD	15,000	190'	88'	41'
INTERSTATE 15	100,000	1,075'	658'	316'



SEE FIGURE 3

BEAR VALLEY RD

AMETHYST RD

R5W
R4W

EUCALYPTUS ST

I-15

AMARGOSA RD

TOPAZ RD

U.S. HIGHWAY 395

SEE FIGURE 1



POTENTIAL FUTURE NOISE CONTOURS WEST BEAR VALLEY PLANNING AREA

FIGURE 3

Legend

- CITY LIMITS
- SPHERE OF INFLUENCE
- AFFECTED BY NOISE CONTOURS

Street	(Build Out) Projected ADT	Noise Level (CNEL) Distance From Median (in Feet)		
		60 dBA	65 dBA	70 dBA
PALMDALE ROAD				
Highway 395 to El Evado	35,000	335'	155'	72'
El Evado to Amargosa	42,000	379'	176'	82'
LA MESA ROAD				
Highway 395 to El Evado	20,000	230'	107'	49'
El Evado to Amargosa	35,000	332'	154'	72'
BEAR VALLEY ROAD				
Highway 395 to Amethyst	60,000	477'	221'	103'
Amethyst to Amargosa	70,000	530'	246'	114'
HIGHWAY 395	65,000	1,000'	465'	215'
TOPAZ ROAD				
Bear Valley to La Mesa	15,000	190'	88'	41'
La Mesa to Palmdale	10,000	147'	68'	32'
AMETHYST ROAD				
Bear Valley to La Mesa	20,000	230'	107'	49'
La Mesa to Palmdale	15,000	190'	88'	41'
EL EVADO ROAD	35,000	332'	154'	72'
AMARGOSA ROAD				
Bear Valley to La Mesa	18,000	214'	99'	46'
La Mesa to Palmdale	25,000	267'	124'	57'
INTERSTATE 15	100,000	1,075'	658'	316'

SEE FIGURE 8

SEE FIGURE 2

PALMDALE RD

AMETHYST RD

EL EVADO RD

AMARGOSA RD

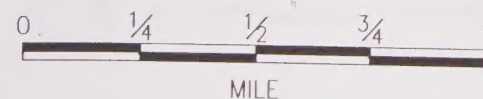
TOPAZ RD

LA MESA RD

BEAR VALLEY RD

I-15

U.S. HIGHWAY 395





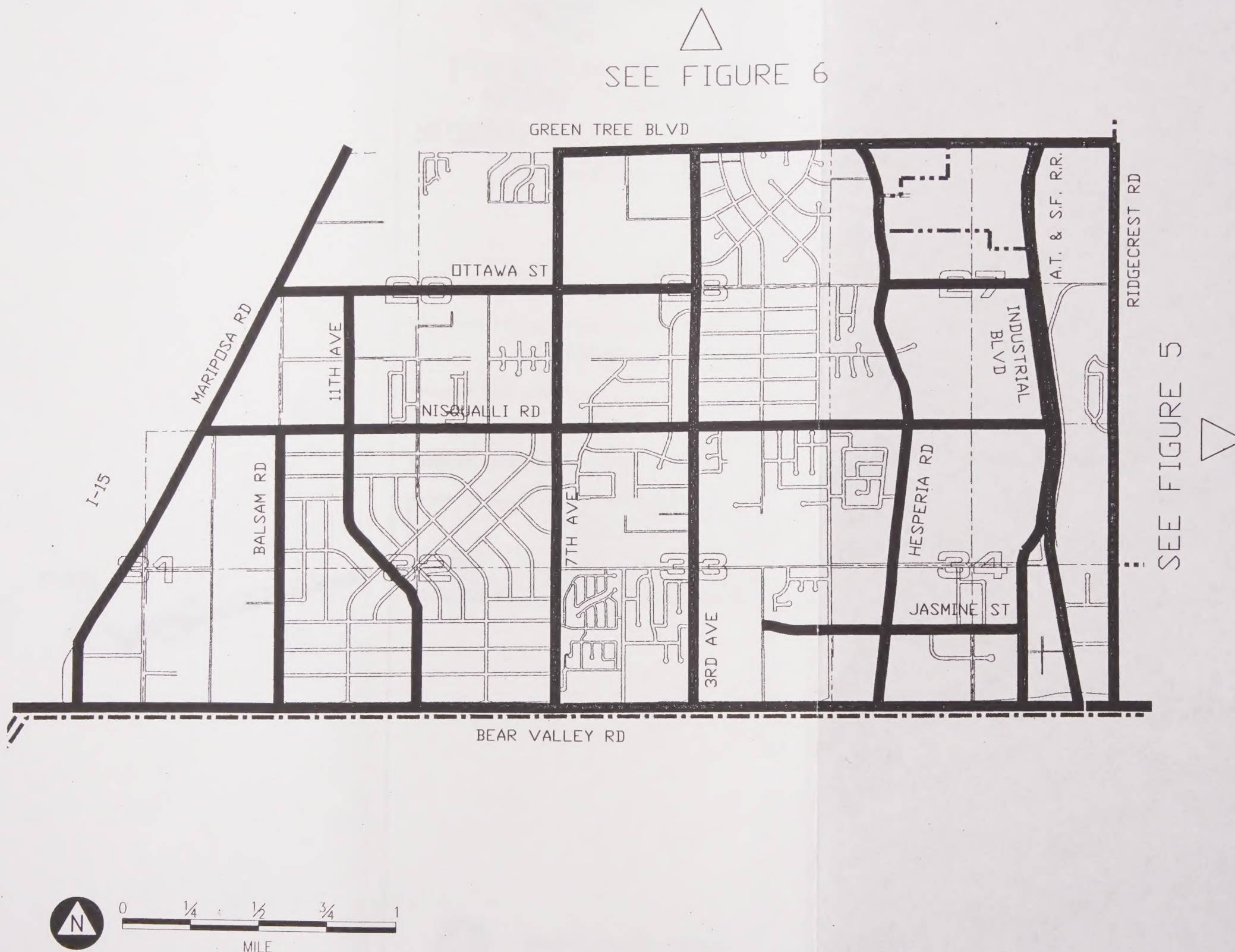
POTENTIAL FUTURE NOISE CONTOURS EAST BEAR VALLEY PLANNING AREA

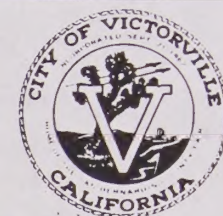
FIGURE 4

Legend

- CITY LIMITS
- SPHERE OF INFLUENCE
- AFFECTED BY NOISE CONTOURS

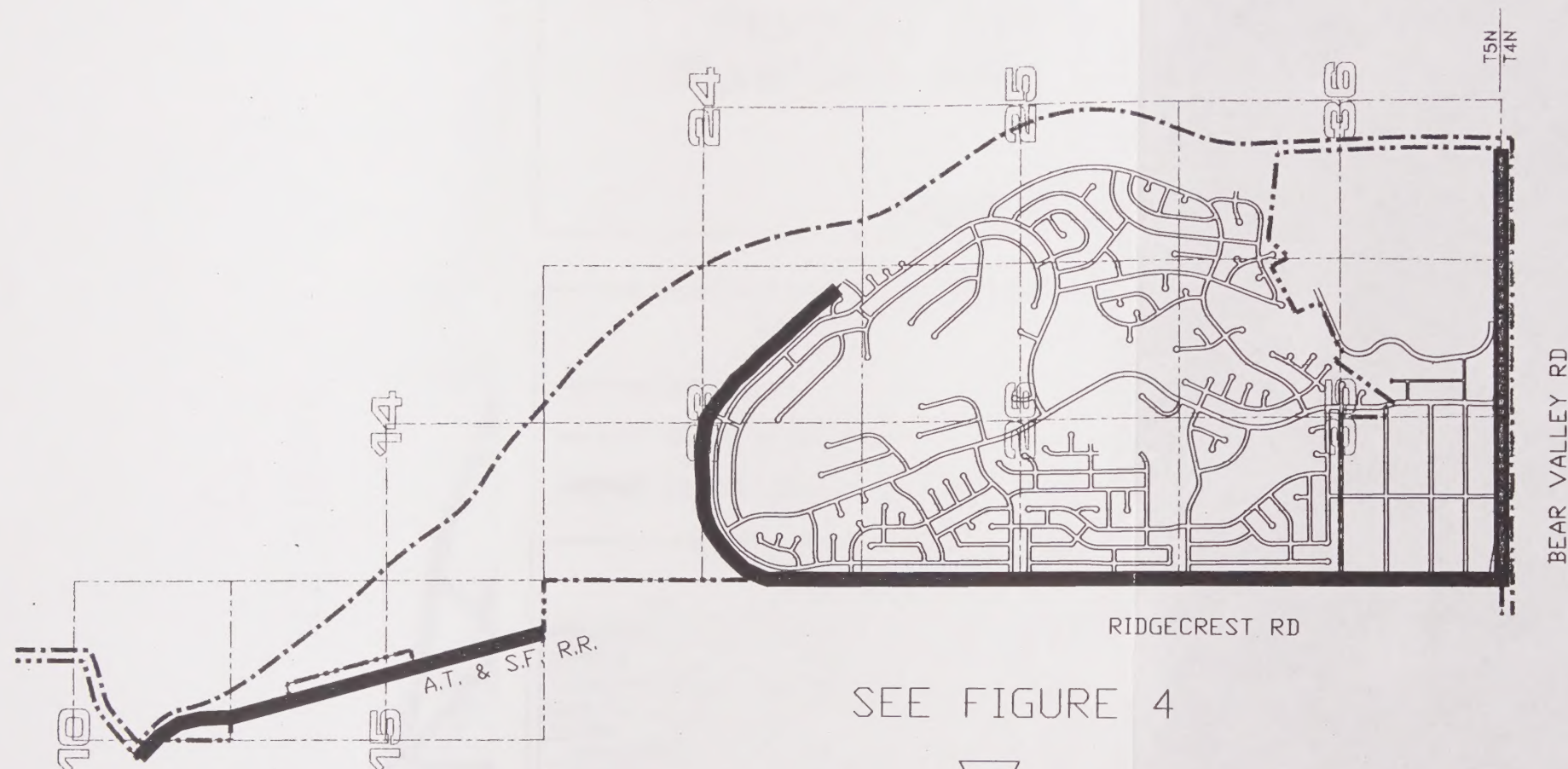
Street	(Build Out) Projected ADT	Noise Level (CNEL) Distance From Median (in Feet)		
		60 dBA	65 dBA	70 dBA
GREEN TREE BOULEVARD				
Seventh Ave. to Third Ave.	30,000	302'	140'	65'
Third Ave. to Hesperia	25,000	267'	124'	57'
Hesperia to Seneca	20,000	230'	107'	49'
Seneca to Ridgcrest	25,000	267'	124'	57'
OTTAWA STREET	5,000	89'	41'	19'
NISQUALLI ROAD				
Interstate 15 to Balsam	50,000	426'	197'	92'
Balsam to Eleventh Ave.	36,000	339'	157'	73'
Eleventh Ave. to Seventh Ave.	34,000	326'	151'	70'
East of Seventh Ave.	30,000	302'	140'	65'
JASMINE STREET	5,000	89'	41'	19'
BEAR VALLEY ROAD				
Interstate 15 to Balsam	60,000	477'	221'	103'
Balsam to Seventh Ave.	50,000	420'	195'	91'
Seventh Ave. to Third Ave.	45,000	396'	184'	85'
Third Ave. to Hesperia	50,000	420'	195'	91'
East of Hesperia	65,000	495'	230'	107'
INTERSTATE 15	100,000	1,075'	658'	316'
MARIPOSA ROAD	30,000	302'	140'	65'
BALSAM ROAD	12,000	164'	76'	35'
ELEVENTH AVENUE	8,000	126'	58'	27'
SEVENTH AVENUE				
Bear Valley to Nisqualli	12,000	164'	76'	35'
North of Nisqualli	10,000	147'	68'	32'
THIRD AVENUE	20,000	230'	107'	49'
HESPERIA ROAD				
Bear Valley to Nisqualli	45,000	396'	184'	85'
North of Nisqualli	40,000	367'	170'	79'
INDUSTRIAL BOULEVARD				
Bear Valley to Nisqualli	24,000	259'	120'	56'
North of Nisqualli	20,000	230'	107'	49'
RIDGECREST ROAD	15,000	190'	88'	41'





POTENTIAL FUTURE NOISE CONTOURS SPRING VALLEY LAKE PLANNING AREA

FIGURE 5





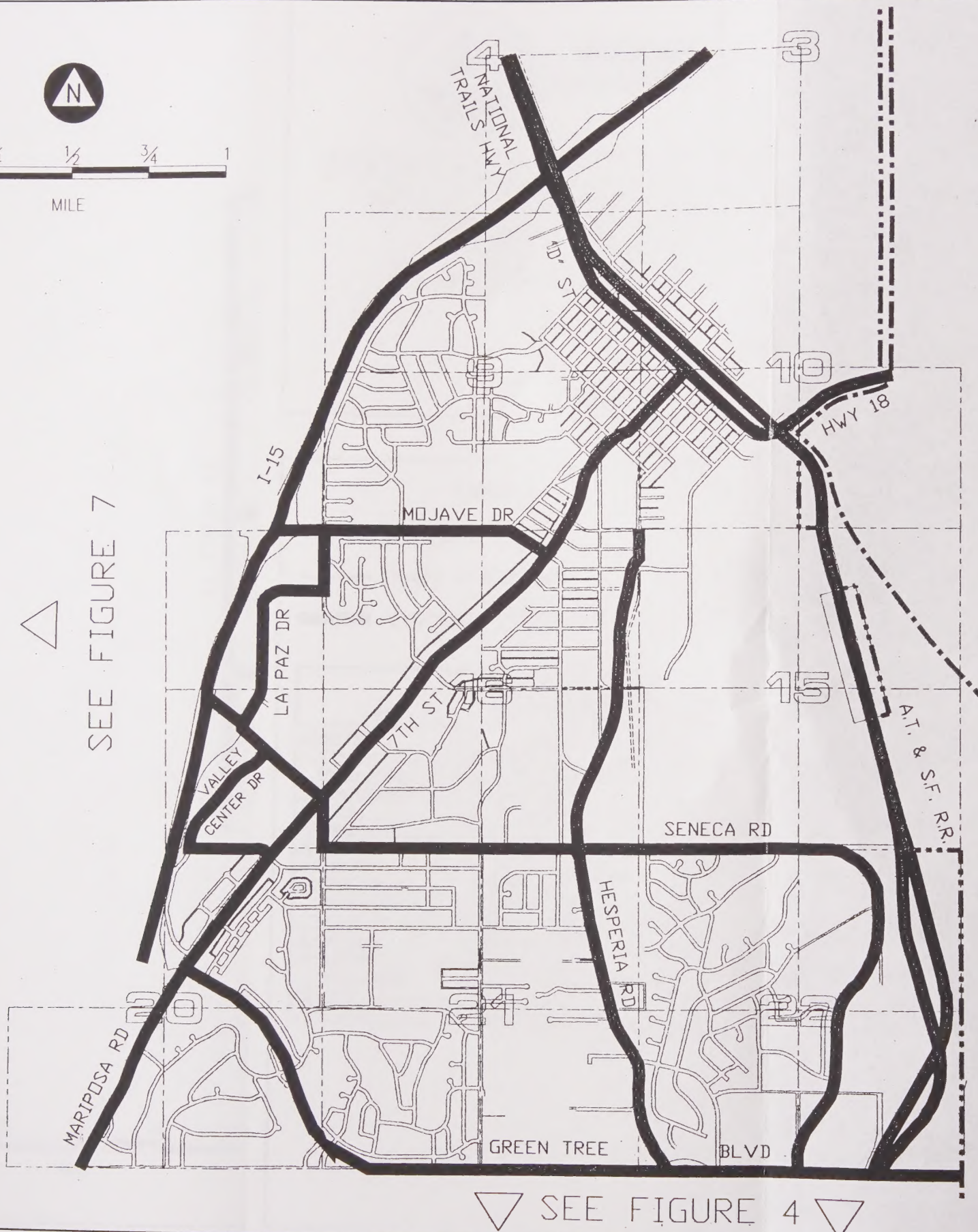
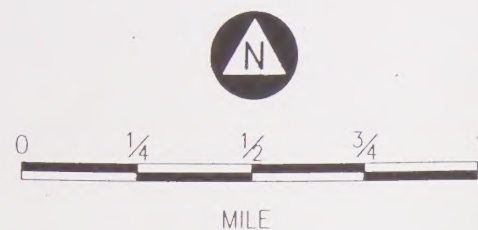
POTENTIAL FUTURE NOISE CONTOURS CENTRAL CITY PLANNING AREA

FIGURE 6

Legend

- CITY LIMITS
- SPHERE OF INFLUENCE
- ████████ AFFECTED BY NOISE CONTOURS

Street	(Build Out) Projected ADT	Noise Level (CNEL) Distance From Median (in Feet)		
		60 dBA	65 dBA	70 dBA
INTERSTATE 15	100,000	1,075'	658'	316'
HIGHWAY 18	35,000	335'	155'	72'
VALLEY CENTER DRIVE	5,000	89'	41'	19'
LA PAZ DRIVE	5,000	89'	41'	19'
7TH STREET				
Greentree to Seneca	40,000	367'	170'	79'
East of Seneca	35,000	332'	154'	72'
HESPERIA ROAD				
Greentree to Seneca	35,000	332'	154'	72'
Northeast of Seneca	30,000	302'	140'	65'
GREENTREE BOULEVARD				
7th Street to Seventh Avenue	35,000	332'	154'	72'
Seventh Avenue to Third Avenue	30,000	302'	140'	65'
Third Avenue to Hesperia	25,000	267'	124'	57'
Hesperia to Seneca	20,000	230'	107'	49'
Seneca to Ridgecrest	25,000	267'	124'	57'
SENECA ROAD				
La Paz to Hesperia	10,000	147'	68'	32'
Hesperia to Greentree	25,000	267'	124'	57'
MOJAVE DRIVE	30,000	302'	140'	65'
AT&SP RAILROAD	44 trains	420'	215'	100'



SEE FIGURE 7

SEE FIGURE 5

SEE FIGURE 4



POTENTIAL FUTURE NOISE CONTOURS CIVIC CENTER PLANNING AREA

FIGURE 7

Legend

- CITY LIMITS
- SPHERE OF INFLUENCE
- AFFECTED BY NOISE CONTOURS

Street	(Build Out) Projected ADT	Noise Level (CNEL) Distance From Median (in Feet)		
		60 dBA	65 dBA	70 dBA
MOJAVE DRIVE				
El Evado to Amargosa	50,000	426'	197'	92'
Amargosa to Village	45,000	396'	184'	85'
Village to Interstate 15	60,000	477'	221'	103'
HOOK BLVD.	55,000	452'	210'	97'
ROY ROGERS DRIVE	60,000	477'	221'	103'
SENECA ROAD	20,000	230'	107'	49'
PALMDALE ROAD				
El Evado to Amargosa	42,000	379'	176'	82'
Amargosa to Kentwood	51,000	431'	200'	93'
Kentwood to Interstate 15	45,000	396'	184'	85'
EL EVADO ROAD	30,000	302'	140'	65'
AMARGOSA ROAD				
Palmdale to Mojave	20,000	230'	107'	49'
CIVIC DRIVE	10,000	147'	68'	32'
INTERSTATE 15	100,000	1,075'	658'	316'



SEE FIGURE 6





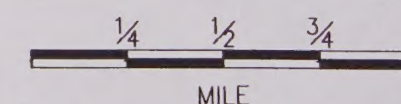
POTENTIAL FUTURE NOISE CONTOURS WEST CITY PLANNING AREA

FIGURE 8

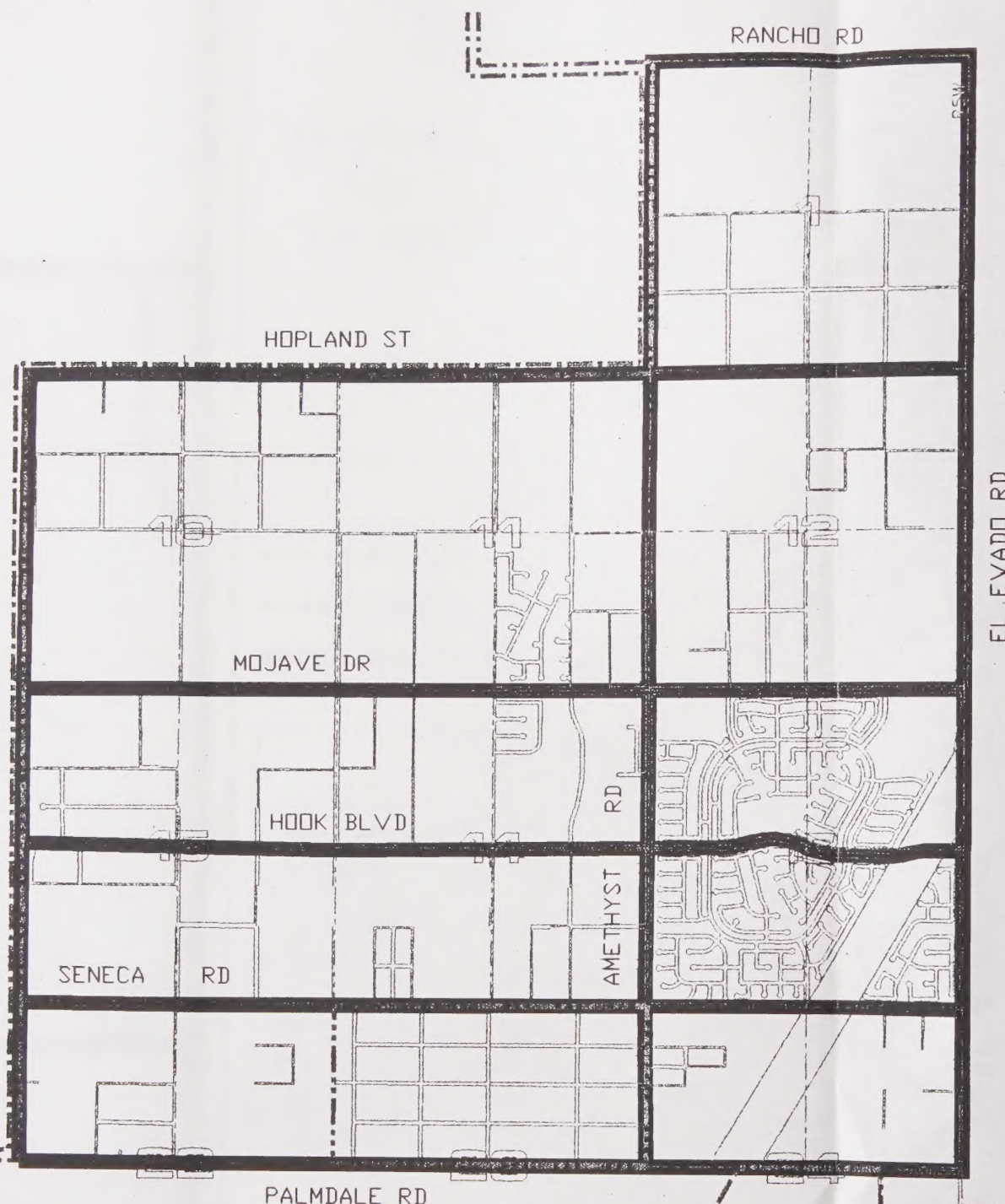
Legend

- CITY LIMITS
- SPHERE OF INFLUENCE
- AFFECTED BY NOISE CONTOURS

Street	(Build Out) Projected ADT	Noise Level (CNEL) Distance From Median (in Feet)		
		60 dBA	65 dBA	70 dBA
RANCHO ROAD	20,000	230'	107'	49'
HOPLAND STREET				
Hwy. 395 to Topaz	3,000	64'	27'	12'
Topaz to El Evado	5,000	89'	41'	19'
MOJAVE DRIVE				
Hwy. 395 to Amethyst	55,000	450'	209'	96'
Amethyst to El Evado	65,000	510'	235'	110'
HOOK BOULEVARD				
Hwy. 395 to Amethyst	35,000	332'	154'	72'
Amethyst to El Evado	40,000	367'	170'	79'
SENECA ROAD				
Hwy. 395 to Topaz	10,000	147'	68'	32'
Topaz to Amethyst	15,000	190'	88'	41'
Amethyst to El Evado	20,000	230'	107'	49'
PALMDALE ROAD	35,000	335'	155'	72'
HIGHWAY 395	65,000	1,000'	465'	215'
AMETHYST ROAD				
Palmdale to Mojave	15,000	190'	88'	41'
Mojave to Rancho	10,000	144'	67'	31'
EL EVADO ROAD				
Palmdale to Mojave	30,000	302'	140'	65'
Mojave to Rancho	10,000	144'	67'	31'



U.S. HWY 395



SEE FIGURE 3

SEE FIGURE 7

SEE FIGURE 9



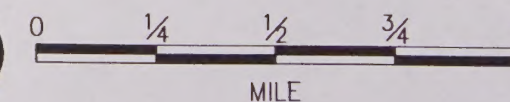
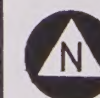
POTENTIAL FUTURE NOISE CONTOURS VILLAGE PLANNING AREA

FIGURE 9

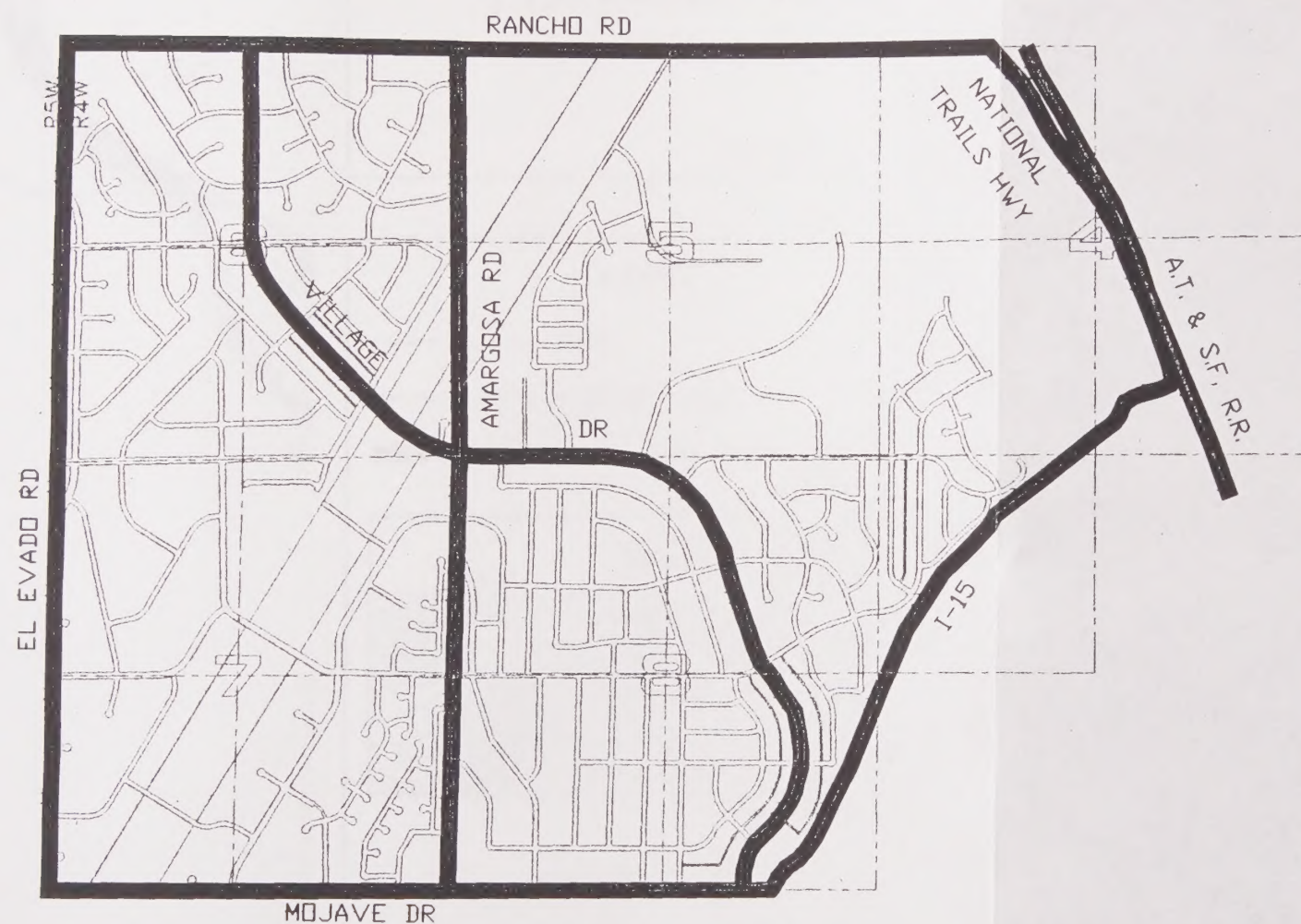
Legend

- CITY LIMITS
- SPHERE OF INFLUENCE
- AFFECTED BY NOISE CONTOURS

Street	(Build Out) Projected ADT	Noise Level (CNEL) Distance From Median (in Feet)		
		60 dBA	65 dBA	70 dBA
RANCHO ROAD				
West of Amargosa	25,000	267'	124'	57'
East of Amargosa	27,000	281'	130'	60'
MOJAVE DRIVE				
El Evado to Amargosa	50,000	426'	197'	92'
Amargosa to Village	45,000	396'	184'	85'
Village to Interstate 15	60,000	477'	221'	103'
EL EVADO ROAD	10,000	147'	68'	32'
VILLAGE DRIVE				
Mojave to Amargosa	15,000	189'	88'	41'
Amargosa to Rancho	25,000	267'	124'	58'
AMARGOSA ROAD	15,000	189'	88'	41'
INTERSTATE 15	100,000	1,075'	658'	316'
NATIONAL TRAILS HIGHWAY	50,000	798'	370'	172'
A.T. & S.F. RAILROAD	44 trains	420'	215'	100'



SEE FIGURE 11



SEE FIGURE 7



SEE FIGURE 8





Victorville General Plan

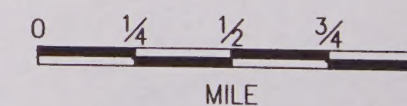
POTENTIAL FUTURE NOISE CONTOURS NORTH MOJAVE PLANNING AREA

FIGURE 10

Legend

- CITY LIMITS
- SPHERE OF INFLUENCE
- ████████ AFFECTED BY NOISE CONTOURS

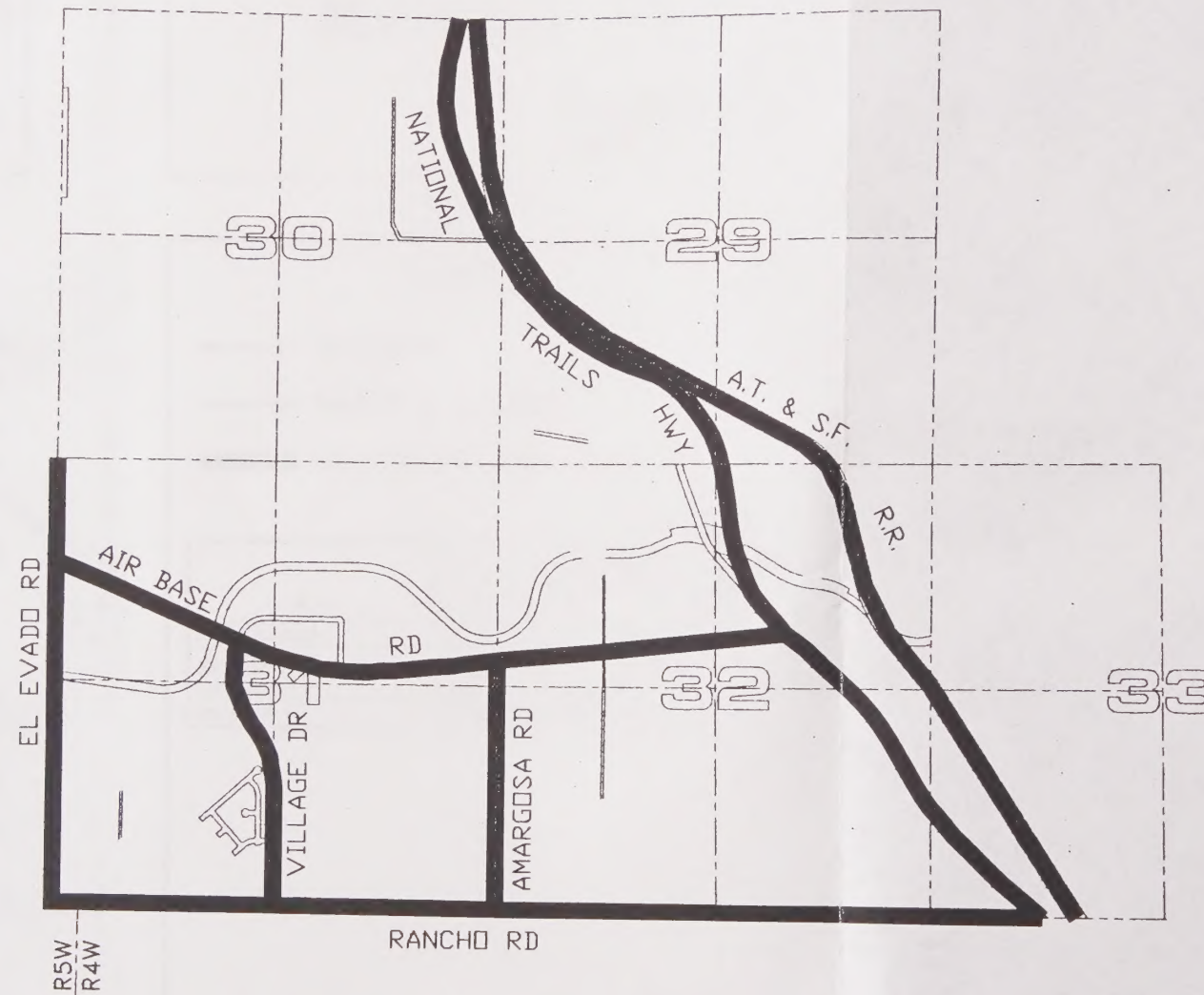
Street	(Build Out) Projected ADT	Noise Level (CNEL) Distance From Median (in Feet)		
		60 dBA	65 dBA	70 dBA
NATIONAL TRAILS	50,000	798'	370'	172'
HIGHWAY 18	35,000	335'	155'	72'
INTERSTATE 15	100,000	1,075'	658'	316'
STODDARD WELLS ROAD				
Hwy. 18 to Interstate 15	10,000	147'	68'	32'
Interstate 15 to Rancho Road	15,000	190'	88'	41'
North of Rancho Road	7,000	119'	55'	26'
A.T. & S.F. RAILROAD	44 trains	420'	215'	100'





POTENTIAL FUTURE NOISE CONTOURS TURNER HEIGHTS PLANNING AREA

FIGURE 11



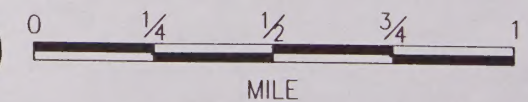
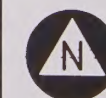
SEE FIGURE 9



Legend

- CITY LIMITS
- SPHERE OF INFLUENCE
- ██████████ AFFECTED BY NOISE CONTOURS

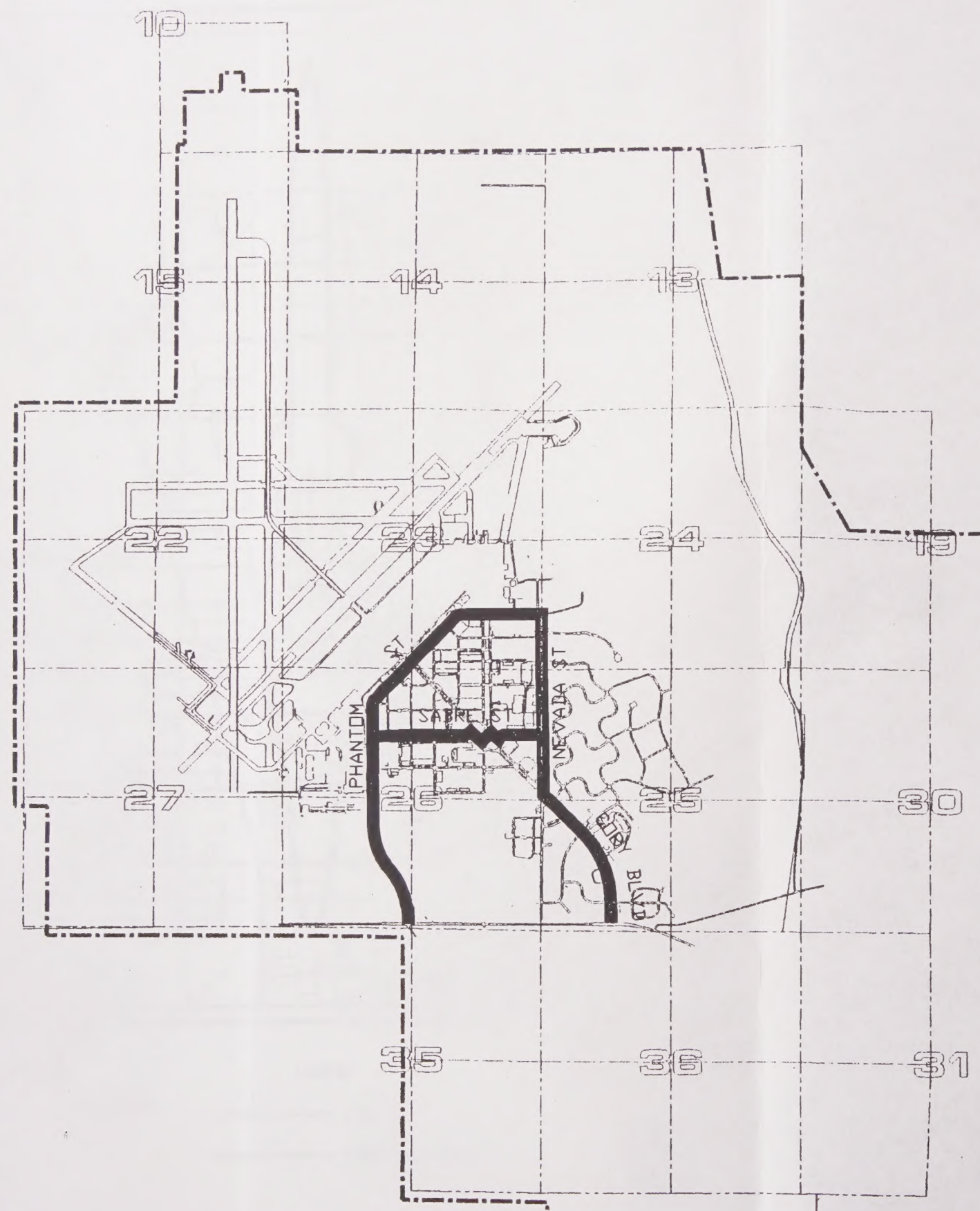
Street	(Build Out) Projected ADT	Noise Level (CNEL) Distance From Median (in Feet)		
		60 dBA	65 dBA	70 dBA
RANCHO ROAD				
El Evado to Village	25,000	267'	124'	57'
Village to National Trails	27,000	281'	130'	60'
AIR BASE ROAD	45,000	396'	184'	85'
EL EVADO ROAD	10,000	147'	68'	32'
VILLAGE DRIVE	20,000	230'	107'	49'
AMARGOSA ROAD	15,000	189'	88'	41'
NATIONAL TRAILS				
North of Air Base Road	8,000	144'	67'	31'
Air Base to Rancho	25,000	274'	127'	59'
A.T. & S.F. RAILROAD	44 trains	420'	215'	100'





POTENTIAL FUTURE
NOISE CONTOURS
S.C.L.A.
PLANNING AREA

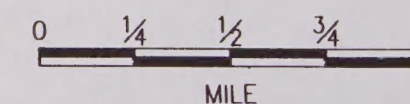
FIGURE 12
1 OF 2

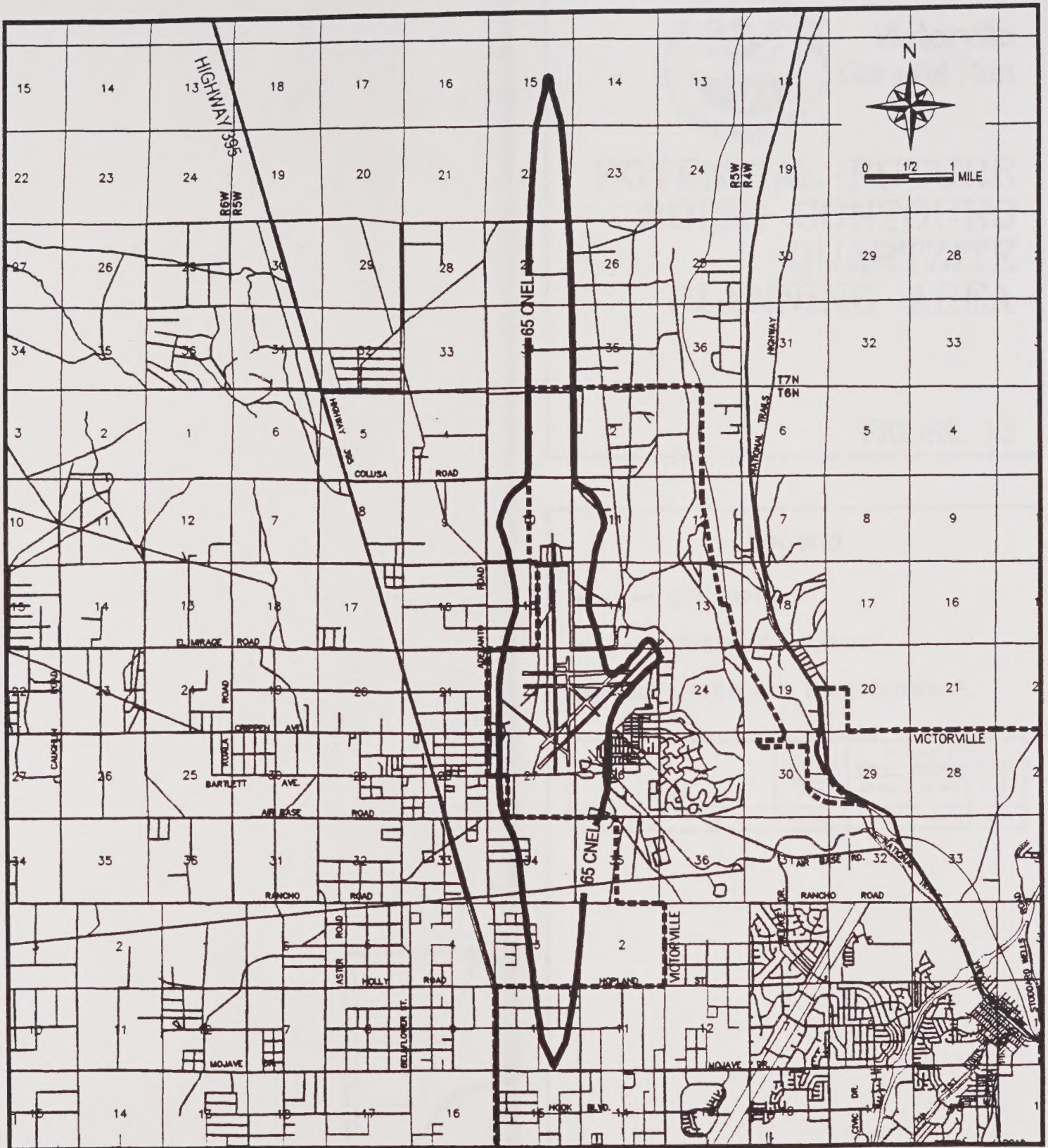


Legend

- CITY LIMITS
- . - . - . SPHERE OF INFLUENCE
- ===== AFFECTED BY NOISE CONTOURS

Street	(Build Out) Projected ADT	Noise Level (CNEL) Distance From Median (in Feet)		
		60 dBA	65 dBA	70 dBA
PHANTOM STREET	20,000	230'	107'	49'
SABRE BOULEVARD	5,000	89'	41'	19'
CORY BOULEVARD	38,000	353'	164'	76'
NEVADA STREET	20,000	230'	107'	49'





POTENTIAL FUTURE
NOISE CONTOURS
S.C.L.A. PLANNING AREA

FIGURE 12
2 of 2

LEGEND

- = City Limit
- = 65db Noise Contour

Victorville
General Plan





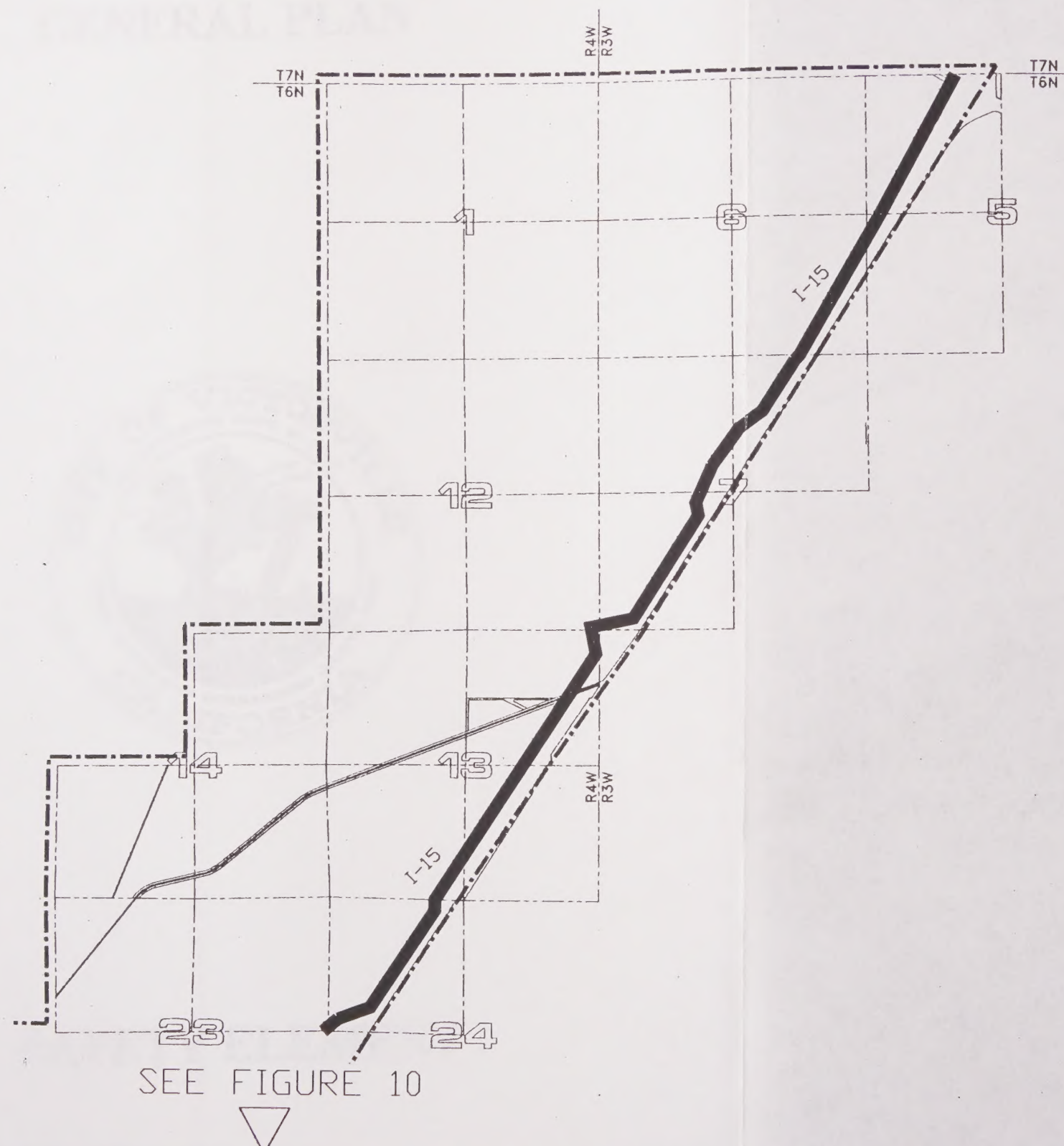
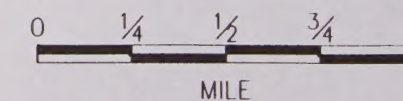
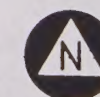
POTENTIAL FUTURE NOISE CONTOURS QUARTZITE PLANNING AREA

FIGURE 13

Legend

- CITY LIMITS
- - - SPHERE OF INFLUENCE
- AFFECTED BY NOISE CONTOURS

Street	(Build Out) Projected ADT	Noise Level (CNEL) Distance From Median (in Feet)		
		60 dBA	65 dBA	70 dBA
Interstate 15	100,000	1,075'	658'	316'



CITY OF VICTORVILLE GENERAL PLAN



SAFETY ELEMENT

TABLE OF CONTENTS

	<u>Page</u>
INTRODUCTION	1
Purpose of This Element	1
GOALS	1
SAFETY PLAN.....	1
Potential Hazards	1
Emergency Planning	14
Fire, Police, and Medical	22
GOALS, POLICIES, AND IMPLEMENTATION MEASURES AND PROGRAMS	25

LIST OF FIGURES

	<u>Page</u>
Figure 1 Regional Seismic Hazards	3
Figure 2 Flood Hazards Map	6
Figure 3 Slope Hazards Map	8
Figure 4 Safety Review Areas.....	11
Figure 5 Evacuation Routes/Emergency Shelters.....	19
Figure 6 Emergency/Public Safety Facilities	21

LIST OF TABLES

	<u>Page</u>
Table 1 Land Use Compatibility - Airport Safety Review Areas.....	13
Table 2 Environmental Risk Assessment Framework	16
Table 3 Potential Emergency Shelters	18
Table 4 Emergency/Public Safety Facilities	20
Table 5 Victorville Fire Department Responses 1986 - 1995	23

INTRODUCTION

Purpose of this Element

The Planning, Zoning and Development laws of the State of California require all local general plans to include a Safety Element with the intent for it to serve as a guide to protect the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, and liquefaction. It also covers geologic hazards such as slope instability leading to mudslides and landslides, and subsidence as well as flooding, and wild land and urban fires [Government Code Section 65302(g)].

This element includes mapping of known seismic and other geologic hazards. It addresses evacuation routes, peak load water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards [Government Code Section 65302(g)]. The Safety Element is concerned with identifying and, whenever possible, reducing the impact of natural and man-made hazards which may threaten the health, safety, and property of the residents living and working in the Victorville Planning Area. It emphasizes hazards reduction and accident prevention for man-made hazards. In addition, the element emphasizes the importance of reducing risk and the effects of disaster prevention and/or preparedness.

GOALS

- GOAL 1: Victorville as a community which identifies, establishes, and maintains standards for public health and safety
- GOAL 2: Victorville as a community which integrates public health and safety issues into its planning and development policies.
- GOAL 3: Victorville as a community which integrates its public health and safety concerns with other public agencies, local, regional, state and federal.

SAFETY PLAN

Potential Hazards

There are numerous natural and man-made hazards within the Victorville Planning Area and surrounding region that could affect life and property in future years. Safety hazards can be generally grouped into two categories: Naturally-occurring and man-made. An example of a safety hazard which could be categorized as both natural and man-made is flooding. Flooding could occur naturally as a result of intense precipitation in a short duration which causes rivers, natural drainage courses, or flood plains to overflow affecting surrounding properties. Man-made flooding could occur as a result from such things as the failure of a dam, obstruction of natural drainage, to a fire hydrant being broken in an automobile accident.

Potential hazards in the area covered by the General Plan include: earthquakes, liquefaction, flooding, slope hazards, release of hazardous materials, aircraft mishap, and fire. The following paragraphs discuss potential hazards which could occur within the planning area.

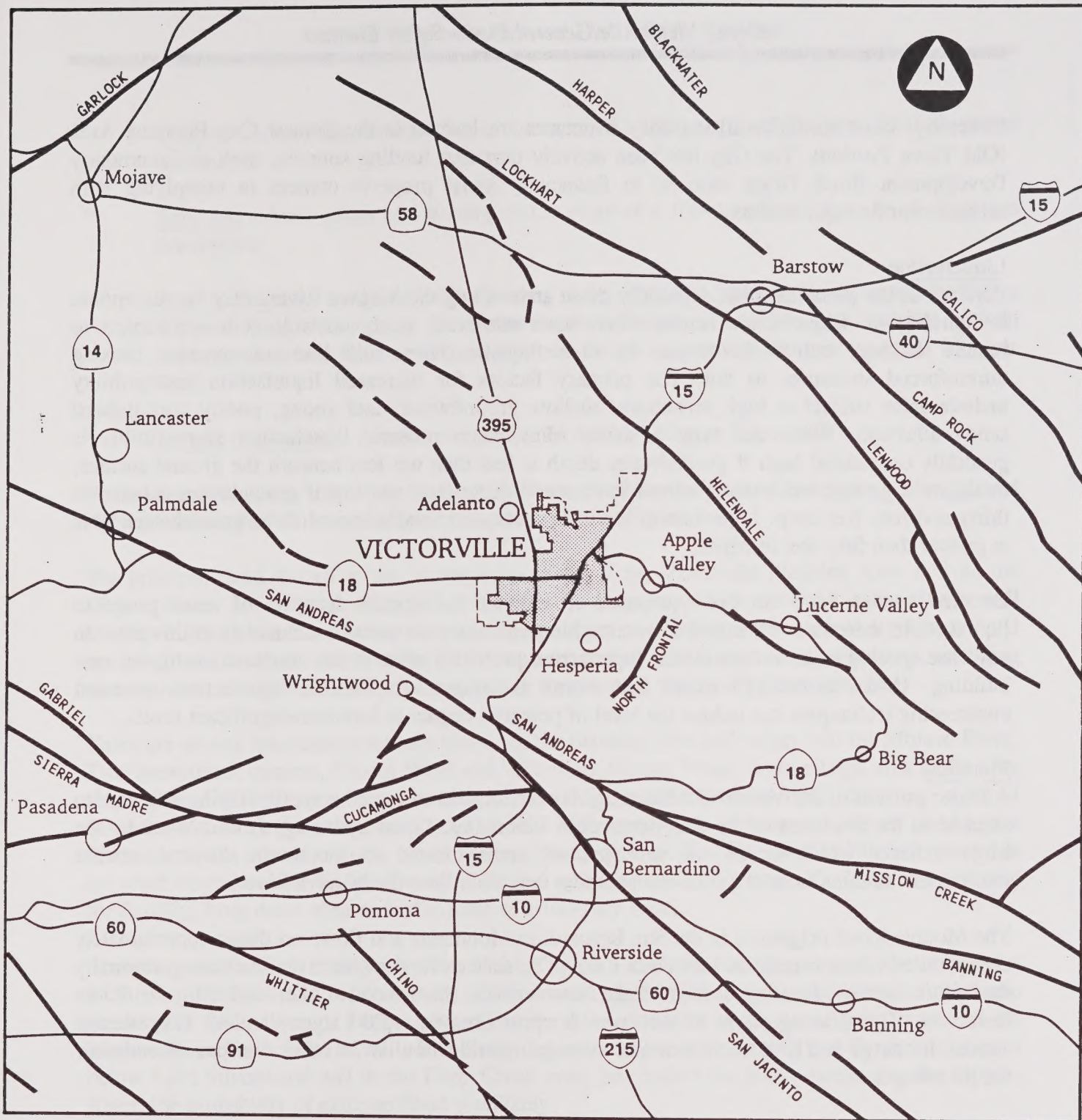
Earthquake

The potential for a major earthquake occurring in Southern California exists which may result in loss of life, injury, or displacement of many thousands of persons. The precise time of such an event cannot be accurately predicted.

Five fault systems which could affect the Victorville Planning Area include the San Andreas, Helendale, North Frontal, Landers, and San Jacinto. The San Andreas Fault is located approximately twenty-four miles south of the planning area and is considered most likely to produce a major earthquake within the planning period. Geologic evidence suggests that the San Andreas Fault is likely to produce a major earthquake (up to 8.3 Richter magnitude). The Helendale Fault, located approximately nine miles northeast of the planning area, could also be responsible for a moderate earthquake with a Richter magnitude of approximately 5.9. A third major fault system, the San Jacinto Fault, is located approximately twenty-six miles south of the planning area and runs parallel to the San Andreas Fault. The North Frontal fault zone of the San Bernardino Mountains is located approximately five and one-half miles southeast of the planning area along the base of the Ord Mountains. This active fault has the potential to produce a moderate earthquake with a Richter magnitude of 6.2. The Landers fault is located approximately fifty miles southeast of the planning area. The Landers Fault was discovered as a result of a 7.4 Richter magnitude sized earthquake on June 28, 1992. Although the epicenter, a surface point directly above the earthquake's focus, was approximately fifty miles from the planning area, intense ground shaking occurred. However, no substantial damage to buildings or facilities within the planning area was reported.

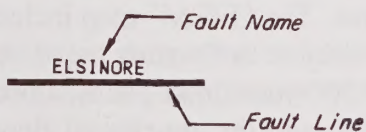
Although there are no known or suspected fault traces within the Victorville Planning Area, the aforementioned fault systems could cause property damage, possibly resulting in injury and loss of life in the event of a major earthquake due to ground motion. Surface rupture is not anticipated to be a hazard since there are no known or suspected fault traces within the planning area. The level of impact resulting from any seismic activity will depend on factors such as: distance from epicenter, earthquake magnitude, and characteristics of soils and subsurface geology. Figure 1 depicts known regional seismic hazards.

The City of Victorville recognizes that unreinforced masonry construction may sustain life-hazardous damage as a result of partial or complete collapse during moderate to strong earthquakes. As a result of this recognition the City has adopted Chapter 15.38 of the Victorville Municipal Code, in compliance with State law (Government Code Section 8875), which has the purpose of promoting public safety and welfare by reducing the risk of death or injury that may result from the effects of earthquakes on unreinforced masonry buildings. The provisions of the chapter set minimum standards for structural seismic resistance established to reduce the risk of life, loss, or injury and will not necessarily prevent loss of life or injury or prevent damage. The chapter requires retrofit to be completed within seven years from adoption (by 1999) unless an appeal is filed with and approved by to the Building Board of Appeals.



Regional Seismic Hazards

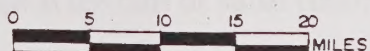
Legend



Victorville General Plan



FIGURE 1



Generally, most unreinforced masonry structures are located in the Central City Planning Area (Old Town Portion). The City has been actively pursuing funding sources, such as Community Development Block Grant monies, to financially assist property owners in complying with seismic retrofit requirements.

Liquefaction

Portions of the planning area, especially those areas along the Mojave River, may be susceptible to liquefaction. Liquefaction results when water-saturated, sandy unstable soils are subject to intense shaking, such as that caused by an earthquake. These soils lose cohesiveness, causing unreinforced structures to fail. The primary factors for increased liquefaction susceptibility include areas subject to high seismicity, shallow groundwater, and young, poorly consolidated sandy alluvium. When this type of sandy alluvium is present, liquefaction susceptibility is generally considered high if groundwater depth is less than ten feet beneath the ground surface, moderate if ground water depth is between ten and thirty feet, and low if groundwater is between thirty and fifty feet deep. Liquefaction is usually not considered a hazard if the groundwater table is greater than fifty feet in depth.

Detailed studies have not been prepared to indicate the precise location of areas prone to liquefaction; therefore, the extent of potential impact cannot be stated conclusively at this time. In any case, geologic studies can detect liquefaction problems prior to the construction of any new building. If the probability exists that a site is subject to potential liquefaction, standard engineering techniques can reduce the level of potential impact to less-than-significant levels.

Flooding

A major portion of the Victorville Planning Area is located on top of a gently sloping alluvial fan situated to the northeast of the San Bernardino Mountains. Local hydrology is dominated by the Mojave River which drains the mountainous areas located to the south. Several smaller intermittent streams located within the planning area drain into the Mojave River.

The Mojave River originates in the San Bernardino Mountains and flows northeast approximately eighty miles where it empties into Soda Lake. The surface flow of the river fluctuates seasonally though it carries discharges from Lake Arrowhead, Silverwood Lake, and Mojave Forks Reservoir. The drainage area of the river is approximately 4,700 square miles. The average annual discharge is 51,440 acre feet and average monthly flow is 71 cubic feet per second near the planning area.

The Federal Emergency Management Agency through the National Flood Insurance Program has identified and mapped those areas of the planning area that are at risk due to periodic flooding. The resulting Flood Insurance Rating Map (FIRM) is designed for flood insurance and flood plain management applications. The "FIRM" map includes flood zone designations which refer to specific areas which may be subject to flooding based on engineering and hydrologic studies. The map identifies 100-year and 500-year flood plains, floodways, location of selected cross-sections used in the hydrologic studies, and the anticipated floodwater depths. The following flood zone designations are found on the FIRM map produced for the planning area.

- Zone A - Areas subject to flooding in the event of a 100-year flood. No base flood elevations determined.
- Zone AE - Areas subject to flooding in the event of a 100-year flood. Base flood elevations determined.
- Zone X (shaded) - Areas subject to flooding in the event of a 500-year flood; areas subject to a 100-year flood with average floodwater depths anticipated to be less than one foot or with drainage areas less than one square mile; and areas protected by levees from the 100-year flood.
- Zone X (un-shaded) - Areas determined to be outside 500-year flood plain.

Those areas which are subject to flooding, as determined by the Federal Emergency Management Agency on their Flood Insurance Rate Maps, are shown on Figure 2.

The principal flood hazard to the developed portions of the Victorville Planning Area is from the Mojave River. In the event of a 100-year flood, flood water will be confined to the river's well developed flood plain. Some of these areas may be subject to flooding in the event of a 100-year flood assuming base flood elevations on the FIRM map are correct. Flood control improvements, including numerous levees and the West Fork Dam, reduce the potential for flooding from the river.

There are several intermittent streams that drain the planning area and empty into the Mojave River. Two intermittent streams, Ossom Wash and West Fork Ossom Wash, drain a large area of the City west of the I-15 Freeway. Three smaller unnamed intermittent streams drain the areas south of Southern California Logistics Airport. The Bell Mountain Wash is located north of the Mojave River and drains a portion of the North Mojave Planning Area. The Oro Grande Wash originates in the south central area of Victorville and is located east and west of Interstate 15. There is a potential for flooding from these streams in the event of a 100-year flood.

According to the Draft Emergency Plan of the City of Victorville Fire Department, the only threat of dam inundation would be if the dams at Silverwood or Arrowhead Lakes failed and emptied into the Mojave River through Deep Creek. Considerable inundation might occur from failure of the Mojave River Forks Dam as well. Due to the distance and precautions built into the holding basins below Lake Silverwood and in the Deep Creek area, just before the water enters into the Mojave River, the probability of extreme flood is unlikely.

The City employs methods to reduce flood losses as identified in Titles 15 and 18 of the Victorville Municipal Code. The methods are as follows:

- Restricting or prohibiting uses which are dangerous to health, safety and property due to water or erosion hazards, or which result in damaging increases in erosion or flood heights or velocities;
- Requiring that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction;

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Victorville General Plan

FLOOD HAZARDS MAP

FIGURE 2

Legend

- = City Boundary
----- = Sphere Boundary

**SPECIAL FLOOD HAZARD AREAS
INUNDATED BY 100 - YEAR FLOOD**

ZONE A - No base flood elevations determined.

ZONE AE - Base flood elevations determined.

OTHER FLOOD AREAS

ZONE X - Areas of 500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood.

OTHER AREAS

ZONE X - Areas determined to be outside 500-year floodpath.

ZONE D - Areas in which flood hazards are undetermined.



- Controlling the alteration of natural flood plains, stream channels, and natural protective barriers which help accommodate or channel floodwaters;
- Controlling, filling, grading, dredging and other development which may increase flood damage;
- Preventing or regulating the construction of flood barriers which will unnaturally divert floodwaters or which may increase flood hazards in other areas.

Slope Hazards

The topography within the Victorville Planning Area varies considerably from gently sloping topography occasionally dissected by an intermittent stream channel to nearly vertical slopes adjacent to the Mojave River. The major environmental factors controlling stability of the steeper hillsides include precipitation, topography, geology, soils, vegetation, and man-made alternatives of the natural topography.

A variety of slope classification schemes are presently in use. For hilly terrain, four slope categories provide a meaningful classification system based on the following categories:

- Very steep - The slope is greater than 25 degrees or percent grades of approximately 50 percent. If the slope is disturbed by construction activities, widespread slope failure is highly probably.
- Steep - Soils in this category have slope angles between 15 and 25 degrees or percent grades of approximately 25 percent to 50 percent. If plant cover is removed, the slope is highly susceptible to erosion or gully formation.
- Moderate - The slope angle of soils in this category range from 5 to 15 degrees or percent grades between 10 percent to 25 percent. Terrain generally will support residential and agricultural land use though caution must be exercised to prevent serious erosion.
- Gentle - This category refers to terrain with a slope angle of less than five degrees or percent grades of less than 10 percent. Slopes in this category will generally sustain more intensive land uses with the least management.

The United States Department of Agriculture (USDA) categorizes soil types according to a variety of characteristics including slope. The terrain studies conducted for the General Plan identified soil types that had slopes of between nine and 15 percent, and those greater than 15 percent. Those portions of the planning area found to have slope gradients in either of the above categories are identified in Figure 3.

Development on hillside areas when steep slopes are present can increase rates of erosion and exacerbate landslide hazards which may threaten structures. However, there are methods contained within the Uniform Building Code to reduce negative impacts associated with development on slopes. Additionally, a slope protection combining district is contained within

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SOURCE: UNITED STATES DEPARTMENT OF AGRICULTURE SOIL CONSERVATION SERVICE
 "Soil Survey of San Bernardino County California" - 1986



Victorville General Plan

SLOPE HAZARDS MAP

FIGURE 3

Legend

- = City Boundary
- - - - - = Sphere Boundary

 = 9% to 15% Slopes

 = Greater than 15% Slopes

the Victorville Municipal Code and is designed to be combined with existing zoning to ensure slope stability. This combining district is for the purpose of protecting cut or fill slopes greater than five feet in height from erosion by the use of landscaping. Therefore, land use impacts on hillsides are not anticipated to be significant.

Release of Hazardous Materials

The Victorville Planning Area is traversed by major transportation arteries which include Interstate 15, US Highway 395, State Highway 18, and the Atchison, Topeka, and Santa Fe Railroad right-of-way. Transportation of hazardous materials occur along these routes which expose people to potential catastrophic events. Hazardous chemicals or gases may be released accidentally at an industrial site or from railcars or trucks transporting hazardous materials. Such an event could require evacuation, and depending on the hazard and its severity, evacuation may be required for a few hours or several days. The release of hazardous materials requires an immediate response in order to protect human health and safety, and/or the environment.

In recognizing the potential for release of hazardous materials and in compliance with Chapter 6.95 of the California Health and Safety Code, the City has adopted Chapter 6.49 of the Victorville Municipal Code which establishes a hazardous materials release response and inventory program. Additionally, the City of Victorville Fire Department has prepared a Hazardous Materials Incident Emergency Response Plan which is subject to occasional amendment as new procedures develop or situations warrant.

The objectives of this plan are as follows:

- ° Save lives and protect the environment and property;
- ° Describe the overall emergency response organization within the City of Victorville and its relationship to the city, county, State, and Federal organizations;
- ° Establish lines of authority and coordination for hazardous materials incidents;
- ° Identify and facilitate mutual aid to supplement needs.

Aircraft Mishap

As Southern California Logistics Airport develops into a commercial aviation center, the possibility of aircraft mishap increases. In response to potential aircraft mishap and in accordance with state law (Public Utilities Code, Section 21670 et seq.) the City of Victorville has prepared a Comprehensive Airport Land Use Plan (CALUP). This plan is necessary because airports present unique public health and safety issues that require special land use planning efforts to ensure protection of the public welfare. The intent of this plan is utilize land use control mechanisms such as zoning and subdivision ordinances to reduce the potential of or affects of an accident, and if an accident does occur, these mechanisms would minimize the number of fatalities on the ground.

The purpose of the CALUP prepared for the Southern California Logistics Airport is fourfold:

- To promote the development of compatible land uses in the area influenced by airport operations.
- To safeguard the general welfare of the inhabitants within the vicinity of the airport by minimizing exposure to excessive noise levels.
- To safeguard the general welfare of the inhabitants within the vicinity of the airport by minimizing exposure to crash hazards associated with aircraft operations.
- To safeguard the general welfare of aviation activities within the vicinity of the airport by imposing appropriate height restrictions for the protection of aircraft operations.

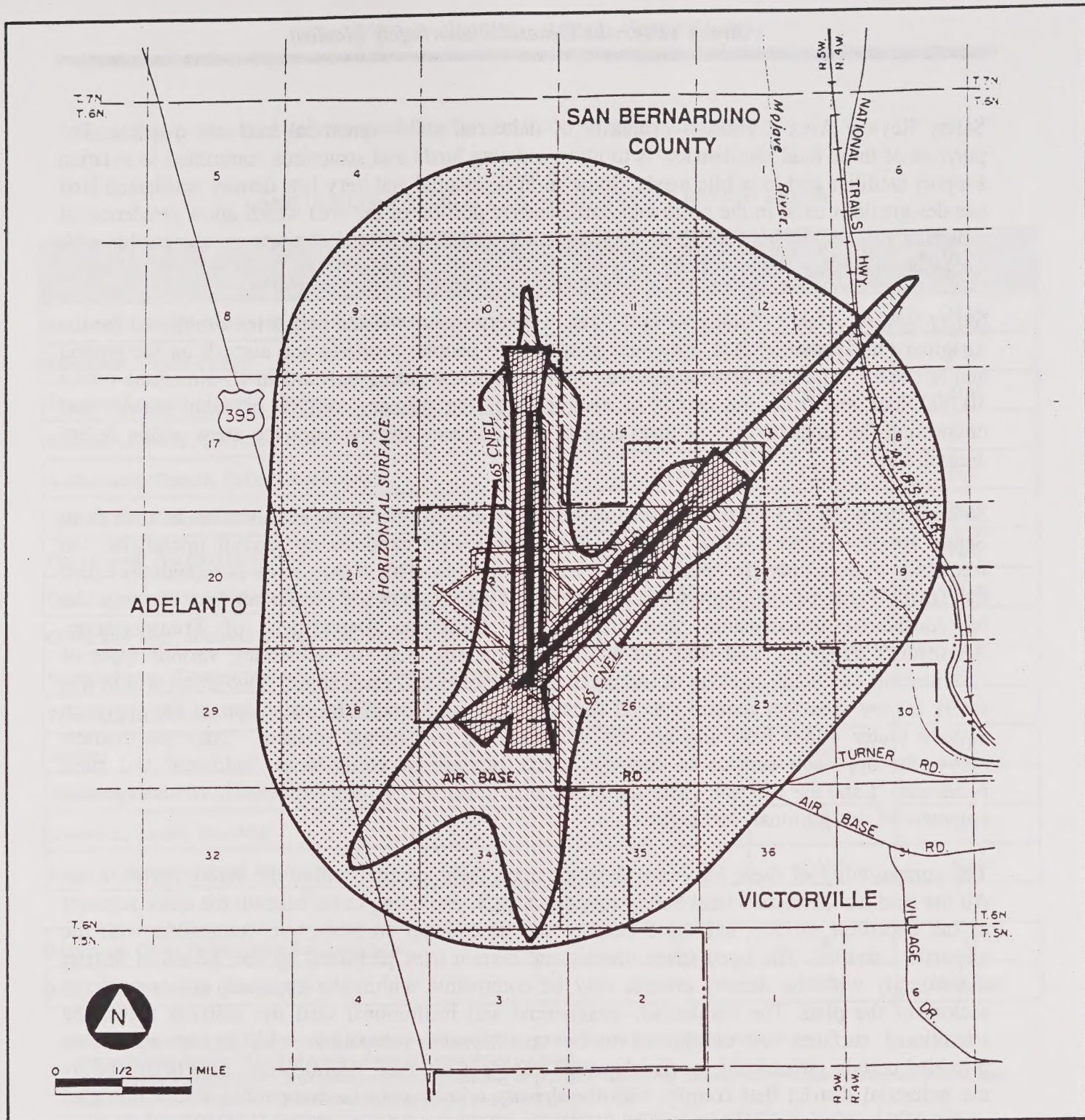
Aircraft accidents occur most often on airport property. The accident rate in the traffic pattern or within a mile of the airport also accounts for a substantial portion of total incidents. This data suggests people and property on the airport and within its environs are exposed to varying levels of aviation related hazards associated with the aviation industry. The degree of risk or level of exposure is reflected in the creation of three safety review areas.

The Safety Review Areas are illustrated in Figure 4 and defined as follows:

Safety Review Area 1 - Safety Review Area 1 is designed to provide protection to people and property on the ground and to provide protection to airborne aircraft since it has the highest exposure to aircraft operations and therefore the highest potential to be impacted by aviation-related hazards. The area is centered on each runway at a width of 1,000 feet and extends past each end of the runways, extending outward horizontally 1,700 feet and 2,500 feet.

Safety Review Area 1 overlays two land use districts at the approach end of the runways [Specific Plan and R-1TB5 (Single Family Residential - Transitional with a minimum building site of five acres)] and overlays a mixture of commercial, industrial and open space zone districts at the other end of the runways. While it is desirable to clear all objects and land uses from Safety Review Area 1, agricultural operations, provided they do not propose structures or attract birds are normally acceptable in the approach surface and runway protection zone. Land uses that prohibit occupancy or the encroachment of any structure are clearly acceptable in Safety Review Area 1. Further, taxiways and similar aviation related facilities are also allowed provided certain airspace-encroachments are restricted adjacent to the runways.

Safety Review Area 2 - Safety Review Area 2 also furnishes protection to both people on the ground and to aircraft operations. The area is centered over the runway, overlays but excludes the territory within Safety Area 1, and extends outward and corresponds with the 65 CNEL (Community Noise Equivalency Level) noise contour established for the ultimate expected level of aviation activities at SCIA.



SAFETY REVIEW AREAS

-  = SAFETY REVIEW AREA 1
-  = SAFETY REVIEW AREA 2
-  = SAFETY REVIEW AREA 3

FIGURE 4

Victorville
General Plan



Safety Review Area 2 consists primarily of industrial and commercial land use districts. The purpose of these land use districts is to allow existing lands and structures committed to aviation support facilities and to public needs. Some rural residential and very low density residential land use designations exist in the north and northeasterly portion of the area which allow residences at a density of one unit per five acres. Consequently, the existing land districts are compatible with the aviation activity of the airport.

Safety Review Area 3 - Safety Review Area 3, coterminous with the perimeter established for the imaginary horizontal surface, provides protection to people, property and aircraft on the ground and in the air. The area is centered over the runways, extending outward in all directions with a 10,000 foot arc from the center of each end of the primary surface of each runway and connecting the adjacent arcs of lines tangent to those arcs and excludes the areas within Safety areas 1 and 2.

Safety Review Area 3 reflects reduced exposure to aircraft operations and aviation hazards from Safety Review Areas 1 or 2. Because it has the lowest exposure to aircraft operations, the frequency of accidents are relatively low within this area. This Safety Area is sometimes called the Traffic Pattern Zone. Only when the density of use exceeds 150 people per acre, would a use be considered unacceptable according to the California Department of Transportation, Aeronautics Program. The land use districts within this area are residential, various types of commercial, and small pockets of industrial, institutional and open space. Two areas within this safety review area that require special consideration are beneath the extension of the approach surface (outer 4,000 feet) and beneath the adjoining transitional surfaces. Land use districts below the approach surface to runways are a mixture of commercial, industrial and rural residential. Land use districts under the transitional surfaces are rural residential, various types of commercial, institutional, and industrial.

The compatibility of these land uses depends upon their location within the safety review area. All the land use districts within Safety Review Area 3, excluding those beneath the outer segment of the approach surface and those beneath the transitional surfaces, are compatible with the airport's activities. The open space district and certain uses permitted by the industrial district that comply with the density criteria may be compatible within the approach and transitional sectors of the plan. The residential, commercial and institutional land use districts below the transitional surfaces are considered to be conditionally compatible with airport operations provided certain operational, or development standards are met. Additionally, uses permitted by the industrial district that comply with the density criteria may be compatible within this plan area.

Table 1 provides land use compatibility for the three safety review areas.

TABLE 1
LAND USE COMPATIBILITY - AIRPORT SAFETY REVIEW AREAS

Land Use Category	Safety Review Area 1	Safety Review Area 2	Safety Review Area 3
Residential - Single Family, Duplex, Mobilehome	CLU	CA ¹	NA ³
Residential - Multi-Family	CLU	NU	NA ³
Transient Lodging - Motels, Hotels	CLU	NU ⁴	NA ²
Schools, Libraries, Churches, Hospitals, Nursing Homes	CLU	NU ²	CA ²
Auditoriums, Concert Halls, Amphitheaters	CLU	CLU	NA ²
Sports Arenas, Outdoor Spectator Sports	CLU	CLU	NA ²
Playgrounds, Neighborhood Parks	CLU	CA ^{2, 4}	NA ²
Golf Courses, Riding Stables, Water Recreation, Cemetery	CLU	CA ^{2, 4}	CLA
Office Buildings, Business Commercial, Professional	CLU	CA ^{2, 4}	NA ²
Manufacturing, Transportation Services, Contract Construction	CLU	CA ^{2, 4}	NA ²
Wholesale/Warehouse Operations, Salvage Operations	CLU	CA ^{2, 4}	NA ²
Utilities	CLU	NU	NA ²
Agriculture	NA ²	NA ²	CLA
Livestock, Animal Breeding	NU	NA ²	NA ²
Retail Trade/Commercial Services	CLU	CA ^{2, 4}	NA ²

Density Criteria

Maximum Gross Density (dwelling units/acre)	0	.5	6
Maximum Assembly (persons per acre)	10	100	No Limit ⁵

Clearly Unacceptable (CLU): New construction/development should not occur. Existing uses should be relocated.

Normally Unacceptable (NU): New construction/development should not occur.

Conditionally Acceptable (CA): New construction/development may be permitted. Community character and/or unique development patterns may justify approval. Uses subject to restrictions and mitigation for purposes of public safety.

Normally Acceptable (NA): New construction/development permitted. Uses subject to restrictions and mitigation for purposes of public safety.

Clearly Acceptable (CLA): New construction/development permitted. No public safety restrictions envisioned.

¹ Residential development underneath airport VFR traffic patterns including approach surfaces shall be discouraged. If development occurs, maximum density shall be one dwelling unit per 2 acres, and noise attenuation at or below 45 dB shall be required within habitable structures.

² Land uses are considered acceptable provided no structures are proposed/developed or if structures are in locations outside approach surfaces, and are conditionally acceptable if located within transitional surfaces. The development of schools, libraries, churches, hospitals and nursing homes below the transitional surfaces is normally unacceptable.

³ Residential development outside approach surfaces shall not exceed 6 dwelling units per acre; residential development within approach surfaces shall not exceed 1 dwelling unit per 2 acres.

⁴ Land uses satisfying density criteria may be acceptable.

⁵ Non-residential land uses within approach surfaces shall not exceed 100 persons per acre.

Source: FAA FAR Part 77 Guidelines.

Caltrans, Airport Land Use Planning Handbook, December 1993, Chapter 9.

Fire

Government Code Section 65302(9) identifies the need for a Safety Element to address wildland and urban fires. The National Fire Protection Association defines a wildland fire as "[a]ny forest, grass, brush or tundra fire involving lands not under cultivation..." An urban fire is a fire which occurs in developed area which may include structures and vehicles.

The City of Victorville has adopted a Fire Hazard Abatement Ordinance (Chapter 8.09, Victorville Municipal Code) which requires the abatement of weeds in excess of three inches above the grade in the area of growth on such portion of the lot or premises within one hundred feet of any structure. Russian Thistle (tumbleweeds) are not permitted to grow in excess of three inches within City limits on any property regardless of surrounding improvements. Adherence of this ordinance reduces the likelihood of wildland fires.

There are measures in the Uniform Building Code which reduce fire hazards in structures. Some of these measures include use of materials, fire separation walls, building separation, and fire sprinklers. Fire sprinklers are currently required only in certain types of non-residential structures based on occupancy and/or size. Included in developmental regulations are requirements for minimum road widths which provide adequate access for both fire fighting equipment and evacuation of residents, and clearance around structures to prevent the rapid spread of fire.

Prior to approval of a development project or issuance of a building permit, the City of Victorville Fire Department verifies that the peak load water supply requirement is not negatively affected. Peak load water supply refers to the sum total of water required for fire flow, operational daily consumption, and emergency storage. The two largest water purveyors in the planning area, Victor Valley Water District and Baldy Mesa Water District, currently have a combined seventy-two hour peak load water supply capacity of sixty-six million gallons. As development occurs, peak load water supply reserves will need to be increased. Since increasing demands on groundwater basins can create deficiencies in local water supplies, it will be necessary for the water purveyors to obtain additional water in the future from sources such as the State Water Project to ensure that peak load water supply demands are met.

Emergency Planning

This section of the Safety Element discusses risk assessment and emergency preparedness planning in the event of a major catastrophe. This section serves as a mini-emergency preparedness plan in that appropriate actions and response by City staff and residents in the community are summarized.

Emergency preparedness planning, as considered in the Safety Element, consists of three main components: (1) hazards identification and risk assessment; (2) hazards mitigation; and (3) emergency response and action. The potential hazards section of this Element identified the hazards present in the Victorville Planning Area. This section focuses on assessing the scope of risk associated with the hazards; emergency preparedness issues are also presented. Additionally, fire, police, and medical facilities and/or staffing is discussed.

An earthquake, or even a more localized incident such as a chemical spill or flooding, may force the evacuation of a few to thousands of people. Thousands of others may require emergency shelter and medical treatment. The Emergency Response and Action section of this Element delineates emergency evacuation routes and emergency shelters.

An emergency preparedness strategy will assist existing efforts by the public officials in improving public readiness. The emergency operations procedures described in the following section outline the responsibilities of City and contract County personnel in the event of disaster. As indicated, this information serves as a mini-emergency preparedness plan.

Hazards Identification and Risk Assessment

Natural and man-made disasters which may impact Victorville Planning Area residents are identified in Table 2. The table also identifies the level of risk for each hazard and the geographical implications in the event of environmental upset. Each potential hazard to the public safety and welfare has been assessed according to the following levels of risk:

- Low Risk - The level of risk below which no specific action is deemed necessary. The occurrence of a specific event is unlikely.
- Medium Risk - The level of risk above which specific action is required to protect life and property, though the probability of the event taking place is low to moderate.
- High Risk - Risk levels are significant and occurrence of a particular emergency situation is highly probable or inevitable.

The "scope of risk" refers to the geographic area that could be potentially affected with the occurrence of one of the hazards. The scope of risk also includes three levels:

- Local - The affected geographic area that is directly affected would be localized or site specific;
- Citywide - The affected area would include a significant portion or all of the City; and
- Regional - The affected area would include the entire City of Victorville and the surrounding region.

The State Office of Emergency Services (OES) has established three levels of emergency response to peacetime emergencies, which are based on the severity of the situation and the availability of local resources in responding to that emergency. The three levels of emergency response include:

- Level 1 - A minor to moderate incident wherein local resources are adequate in dealing with the current emergency.

Table 2
ENVIRONMENTAL RISK ASSESSMENT FRAMEWORK

Environmental Hazard	Potential of Occurrence			Scope of Risk			Emergency Response		
	Low	Medium	High	Local	City	Regional	Level I	Level II	Level III
Earthquake									
Surface rupture	•								
Liquefaction			•	•				•	•
Ground-shaking			•		•	•		•	•
Slope failure	•			•			•	•	
Dam failure		•		•				•	•
Landslide	•			•			•	•	
Flooding									
Local ponding		•		•			•		
100 year flood	•			•			•	•	
500 year flood	•					•			•
Fire									
Industrial		•		•			•	•	
Chemical		•		•			•	•	
Fuel mains		•		•			•	•	
High-rise	•			•			•	•	
Wildland		•		•			•	•	
Chemical Contamination									
Road spill		•		•			•	•	
Airborne		•			•			•	
Subsurface		•		•				•	
Radiological	•			•				•	•
Severe Airborne Pollution Episode	•					•			
Major Accident									
Industrial	•			•			•	•	
Major road		•		•			•	•	
Aircraft		•		•			•	•	
Railway		•		•			•	•	
Water Shortage	•			•			•		

Source: Victorville Fire Department.

- Level 2 - A moderate to severe emergency where local resources are not adequate in dealing with the emergency and mutual assistance would be required on a regional or statewide basis.
- Level 3 - A major disaster where local resources are overwhelmed by the magnitude of the disaster and state and federal assistance are required.

Those hazards of greatest concern to Victorville Planning Area residents are evident from the examination of the level of risk column in Table 2.

Hazards Mitigation

Hazard mitigation is concerned with the reduction or elimination of potential hardship and loss resulting from future disasters. Federal efforts are primarily concerned with the mitigation of hazards in post-disaster situations. However, hazard mitigation, to be really effective, must be taken in advance of a major disaster. The State of California Office of Emergency Service (OES) provides guidelines concerning hazard mitigation measures that should be implemented in the aftermath of a major disaster. However, the majority of these mitigation measures may be applied to hazard prevention/mitigation prior to the occurrence of a local emergency or major catastrophic event. The City of Victorville Fire Department has prepared an Emergency Plan which applies to large-scale disasters which pose major threats to life and property. Normal day-to-day emergencies are handled by routine procedures used in coping with such emergencies. The Emergency Plan is in conformance with State Office of Emergency Service Guidelines and is occasionally updated with new information and procedures.

The proposals outlined in the goals and policies will provide decision-makers and City residents with the means to minimize local threats to public safety (e.g. crime, structural fire) and to plan effectively for disasters which affect people on a larger scale (chemical spills, earthquakes). Because man-made hazards present a constant and real threat of upset, many of the goals and policies contained in the element address the need to identify these hazards and prepare comprehensive hazards emergency response plans. State legislation specifically requires County agencies to formulate plans relating to the handling and release of hazardous materials. The City of Victorville Fire Department assumed the County's role by has preparing a Hazardous Materials Incident Emergency Response Plan which establishes standards and emergency response organization for hazardous material incidents.

The land use policy outlined in the Land Use Element emphasizes the need to consider safety-related issues and potential hazards in future land use planning. Other elements, including Housing and Resource, contain goals and policies specifically concerned with hazards mitigation.

Emergency Response and Action

The final component of the emergency preparedness plan consists of emergency response and action identification. This section summarizes the appropriate action to take, on the part of the residents and visitors, in the event of a major emergency. This section will identify the appropriate emergency shelters, evacuation routes, and actions required by city personnel and

elected officials to manage emergency operations. The appropriate response and actions on the part of the citizens and public officials will vary, depending on the nature and scope of the disaster as identified in the City of Victorville Fire Department's draft Emergency Plan. More importantly, the ability of emergency personnel will vary depending on the nature and scope of an emergency.

In the event of a major disaster, shelter may be required for large number of residents and possibly daytime workers. If an evacuation order is given, residents will be required to proceed to the nearest emergency shelter/facility unless otherwise directed. The evacuation routes displayed in Figure 5 shall be used unless public officials indicate differently. The emergency shelters offer emergency first aid, disseminate information, provide shelter for persons in need of such facilities, and serve as a community information center where individuals can leave messages for friends and relatives.

Figure 5 and Table 3 indicates the location of potential emergency shelters and evacuation routes within the planning area. The potential emergency shelters are dispersed throughout the planning area. The primary emergency shelter is located at the San Bernardino County Fairgrounds. As the primary emergency shelter reaches capacity, public safety officials will direct displaced persons to alternate shelters. Said figure also includes the location of public schools within the planning area as emergency shelters. The public schools are utilized on an as needed basis depending on the severity of the disaster.

Table 3
POTENTIAL EMERGENCY SHELTERS

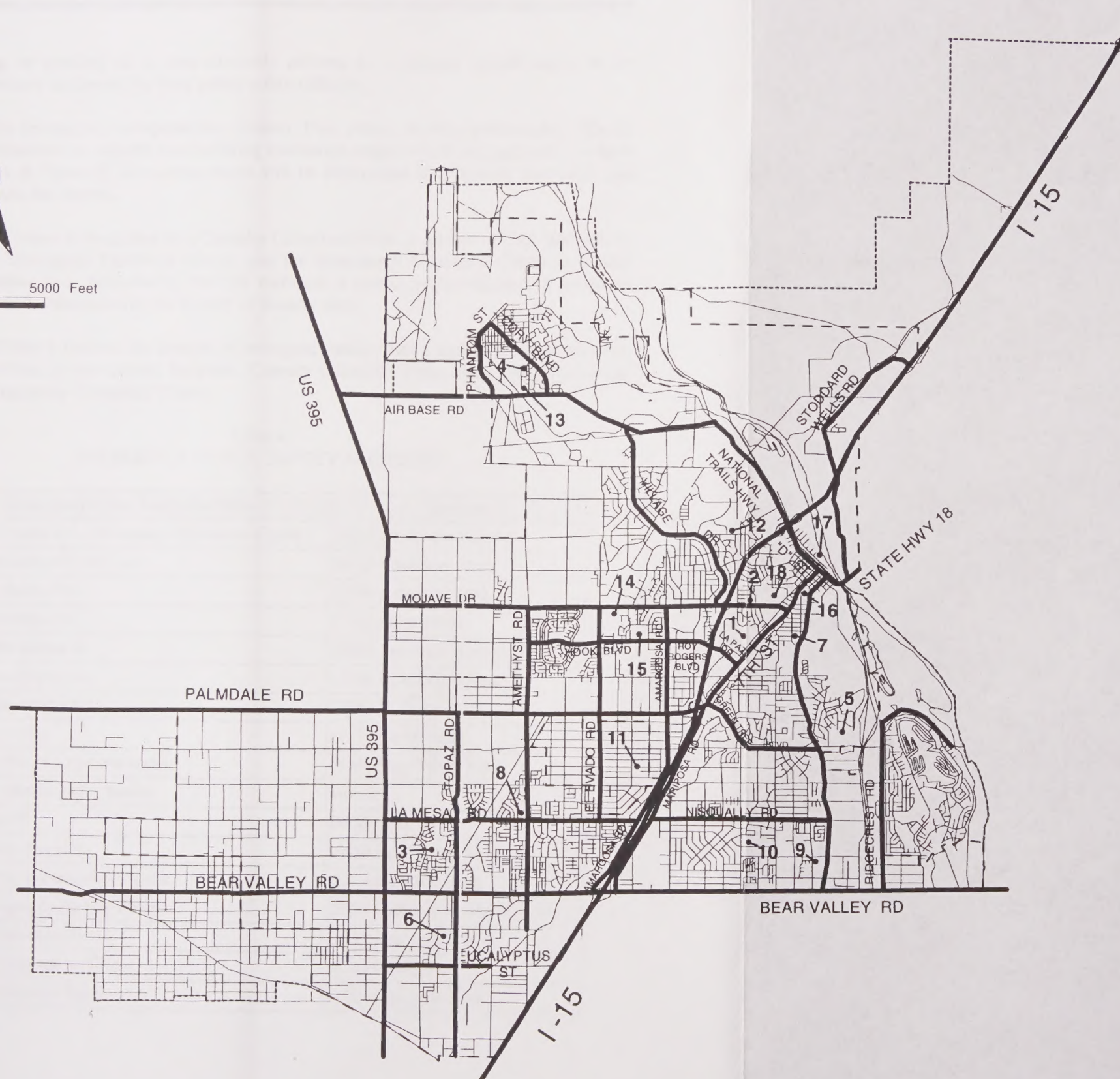
Shelter	Location
Del Rey Elementary	15332 Del Rey Drive
Eagle Ranch Elementary	12545 Eagle Ranch Parkway
George School	620 Nevada Avenue
Greentree East Elementary	17246 Gibraltar Drive
Hollyvale Elementary	11645 Hollyvale Avenue
Irwin School	14907 South Mojave Drive
Liberty Elementary	12900 Amethyst Road
Lomitas Elementary	12571 First Avenue
Mojave Vista Elementary	16100 Burwood Avenue
Park View School	13427 Cahuenga Road
Puesta Del Sol Elementary	15926 Puesta Del Sol Drive
Sheppard School	930 McCoy Circle
Village School	14711 Mojave Drive
Hook Junior High	15000 Hook Boulevard
Victor Valley Junior High	16925 Forrest Avenue
Goodwill High	15733 First Avenue
Victor Valley High	16500 Mojave Drive



Victorville General Plan

EVACUATION ROUTES/ EMERGENCY SHELTERS

FIGURE 5



Legend:

- = City Boundary
- = Sphere Boundary
- = Evacuation Route
- — 1 = Potential Emergency Shelter

POTENTIAL EMERGENCY SHELTERS:

1. San Bernardino County Fairgrounds (primary)
2. Del Rey Elementary School
3. Eagle Ranch Elementary School
4. George School
5. Greentree East Elementary School
6. Hollyvale Elementary School
7. Irwin School
8. Liberty Elementary School
9. Lomas Elementary School
10. Mojave Vista Elementary School
11. Parkview School
12. Puesta Del Sol Elementary School
13. Sheppard School
14. Village School
15. Hook Junior High School
16. Victor Valley Junior High School
17. Goodwill School
18. Victor Valley High School

Persons living or working in an area adversely affected by a disaster should report to the appropriate shelters as directed by local public safety officials.

Evacuation may be required in response to a disaster. Fire, police, or other public safety officials will direct persons out of affected areas utilizing evacuation routes which will generally conform to those shown in Figure 5. Evacuation routes will be determined on a case by case basis and may change from that shown.

Victor Valley College is designated as a Casualty Collection Point, a portion of City Hall will be utilized as an Emergency Operation Center, and the Emergency Command Center is located within Fire Station 311. Additionally, the City maintains a mobile police station in a converted bus which would be dispatched in the vicinity of disaster sites.

Figure 6 and Table 4 indicate the location of emergency/public safety facilities. These facilities include fire stations, police stations, hospitals, Casualty Collection Point, Emergency Operations Center, and Emergency Command Center.

Table 4
EMERGENCY/PUBLIC SAFETY FACILITIES

Emergency/Public Safety Facilities	Location
City Fire Station 311 - Emergency Operations Center	16200 Desert Knoll Drive
City Fire Station 312 (SCLA)	18550 Readiness Street
City Fire Station 313	13086 Amethyst Road
City Fire Station 314	17008 Silica Drive
County Fire Station 16	11855 Anaconda Avenue
County Fire Station 22	12550 Jacaranda Avenue
County Fire Station 37	13782 El Evado Road
Victorville Police	14177 McArt Road
Victorville Police - Mall Substation	14400 Bear Valley Road
Victorville Mobile Police Station	Mobile
County Sheriff	14455 Civic Drive
Desert Valley Hospital	16850 Bear Valley Road
Victor Valley Community Hospital	15248 Eleventh Street
St. Mary Regional Medical Center	18300 Highway 18, Apple Valley
Casualty Collection Point	18422 Bear Valley Road
Emergency Operations Center	14343 Civic Drive
California Highway Patrol	14210 Amargosa Road

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Victorville General Plan

EMERGENCY/PUBLIC SAFETY FACILITIES

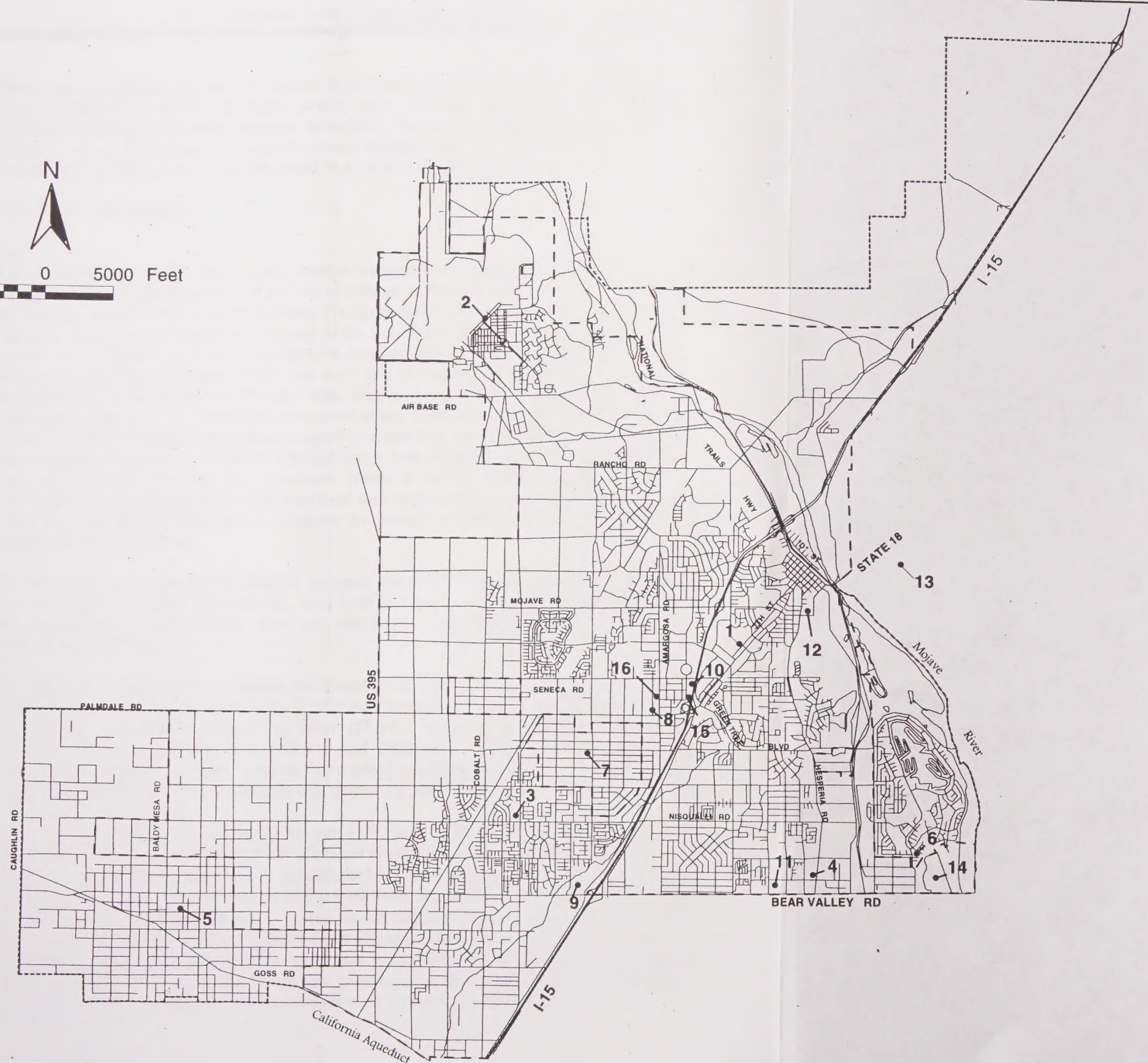
FIGURE 6

Legend:

- = City Boundary
- = Sphere Boundary
- 1 = Safety Facility

SAFETY FACILITIES:

1. City Fire Station 311
2. City Fire Station 312
3. City Fire Station 313
4. City Fire Station 314
5. County Fire Station 16
6. County Fire Station 22
7. County Fire Station 37
8. Victorville Police
9. Victorville Police-Mall Substation
10. County Sheriff Station
11. Desert Valley Hospital
12. Victor Valley Community Hospital
13. Saint Mary Regional Medical Center
14. Casualty Collection Center
15. Emergency Operations Center
16. California Highway Patrol



The degree of response required will depend largely upon the nature and magnitude of disaster. Some situations will call for emergency action within a limited area, while other emergency situations may require city-wide response. In addition, facilities at Southern California Logistics Airport, such as the runway and adjacent aircraft hangers, may be available in the event of a disaster and has the potential to be designated as a Casualty Collection Point.

Fire, Police, and Medical

Fire

The City of Victorville Fire Department provides fire protection, emergency medical service, and hazardous materials service for the City. As of February 1996, the department maintains a fire fighting strength of thirty-seven professional firefighters and thirty-four paid on-call firefighters. There are nine contract firefighters assigned to the Southern California Logistics Airport site at Station 312. Further, the City participates in the Regional Fire Protection Authority which provides mutual aid agreements. There are three San Bernardino County Fire Stations in the unincorporated portions of the planning area. Figure 1 identifies all existing fire stations. Additionally, the City of Victorville participates in the California Disaster and Civil Defense Master Mutual Aid Agreement which is designed to ensure that adequate resources, facilities, and other support are provided whenever a jurisdiction's own resources prove to be inadequate to cope with a given situation. This agreement creates a formal structure within which each jurisdiction retains control of its own personnel and facilities, but can give and receive help whenever it is needed. The state is obligated to provide available resources to assist local jurisdictions in emergencies.

The Fire Department operates six Class A pumpers, two brush fire pumpers, one heavy rescue, one foam engine, one dry chemical unit, two water tankers, one hazardous materials unit, and one medical rescue. Additionally, there are two heavy crash trucks and one heavy rescue assigned to the SCLA site.

The City of Victorville Fire Department has identified six classifications of emergency response over a ten-year period as shown in Table 5. The most common response over the ten year period was medical aid (64.2%), followed by other (27.4%), wildland fires (3.5%), vehicle fires (2.2%), residential structure fires (1.9%), and commercial/industrial fires (0.8%). The classification identified as "other" includes emergency response such as bomb threats, suicide attempts, hazardous materials, automobile aid, mutual aid, and false alarms.

Assuming an ideal ratio of one firefighter per 1,000 people, development consistent with the General Plan could generate the need for additional firefighters and fire stations. The Victorville Fire Department reported that there is an estimated need for three new fire stations within the next twenty-five years. The first station is expected to be required by 1999 and is anticipated to be located in the West City Planning Area. The second station is expected to be required by 2005 and is anticipated to be located in the Baldy Mesa Planning Area. The third station is expected to be required by 2020 and is anticipated to be located in the North Mojave Planning Area. Since it is City Council policy to provide a five minute response time, and not all areas meet this policy, development of the new stations will improve response times which may save

Table 5
VICTORVILLE FIRE DEPARTMENT RESPONSES - 1986-1995

Year	Medical Aid (Includes Traffic TC)	Commercial (Industrial)	Vehicle (Vehicle Fires)	Wildland (Brush/Refuse)	Structure (Residential)	Other ¹	Total Responses	Fire Loss ²
1986	1,433	21	52	94	25	650	2,275	\$381,877
1987	1,584	22	68	100	20	887	2,681	\$539,640
1988	1,863	26	91	156	26	1,019	3,181	\$731,186
1989	2,422	44	89	133	37	694	3,419	\$347,980
1990	3,092	66	103	118	64	1,166	4,609	\$746,675
1991	3,814	84	124	133	98	878	5,131	\$877,529
1992	3,661	25	106	261	206	1,992	6,251	\$305,305
1993	3,977	41	128	299	187	1,975	6,607	\$975,095
1994	4,158	24	132	192	124	1,832	6,462	\$811,030
1995	4,269	22	138	168	118	1,822	6,537	\$502,645
TOTALS	30,273	375	1,031	1,654	905	12,915	47,153	\$6,218,962
Yearly Avg.	3,027	38	103	165	91	1,292	4,715	\$621,896
Monthly Avg.	252	3	9	14	8	108	393	\$51,825
Daily Avg.	8	0.1	0.3	0.5	0.2	3.5	12.9	\$1,703

¹ Includes all other categories of emergency response such as bomb threats, suicides, hazardous materials, automobile aid, mutual aid, etc.

² Includes structures and vehicles.

Source: Victorville Fire Department

lives and property. However, future development of additional fire stations, and hiring of additional firefighters, will be dependent on City growth and if new facilities and personnel are necessary to provide acceptable response times.

Police

The Victorville Police Department which is staffed by officers under contract with the San Bernardino County Sheriff, provides law enforcement services for the City of Victorville. The department primarily operates from one police station on McArt Road, but has a satellite station at the Mall of Victor Valley and a mobile police station. As of February 1996, the department had a total staff of sixty-nine of which fifty-five are sworn officers. The department maintains thirty-five vehicles of which three are motorcycles. The area of coverage for the Victorville Police Department is approximately 67.68 square miles or one officer for every 1.23 square miles.

The San Bernardino County Sheriff substation in Victorville provides law enforcement for the unincorporated areas of Victorville and other county areas, as well as providing additional support to the City as necessary through a mutual aid agreement. The County substation has fifty-three sworn officers and sixteen marked vehicles. The area of coverage for the Victorville substation is 3,400 square miles or one officer for every 64.15 square miles.

The Victorville Police Department long-range master plan identifies a new facility on Seneca Road at Borego Road. This facility is intended to replace the McArt Road facility. Additionally, a satellite station is planned on "D" Street near Forrest Park. It is unknown when the new facilities will be constructed but it is anticipated that they will be constructed as the need arises and sufficient funding becomes available.

Medical

Medical services are provided to planning area residents by three local hospitals, as well as several urgent care centers and individual doctors' offices. The local hospitals include Desert Valley Hospital on Bear Valley Road in the East Bear Valley Planning Area, Saint Mary Regional Medical Center on Highway 18 in Apple Valley, and Victor Valley Community Hospital on Eleventh Street in the Central City Planning Area. Desert Valley Hospital is a 76-bed facility, Saint Mary Regional Medical Center is a 195-bed facility, and Victor Valley Community Hospital is a 119-bed facility. A hospital facility is located on Southern California Logistics Airport which was operated by the military prior to the closure of George Air Force Base in December 1992. This facility has the potential to re-open as a hospital or possibly an out-patient clinic. Additional hospitals, such as Barstow Community Hospital, Loma Linda University Medical Center, and Saint Bernardine Medical Center in San Bernardino, are within forty-five miles of the Victorville Planning Area in the event the patient-load exceeds local hospital capacity.

GOALS, POLICIES, AND IMPLEMENTATION MEASURES AND PROGRAMS

The goals, policies, and implementation measures and programs in the Safety Element address aspects of safety for persons living and working within the City.

GOAL 1: Victorville as a community which identifies, establishes, and maintains standards for public health and safety

POLICY 1.1: The City will continue to restrict land uses in those areas identified as being subject to periodic flooding.

Imp. 1: The City will continue to delineate the flood designations of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) on the General Plan Land Use Map as Open Space and on the Zoning Map as Flood Plain 1 (100-year flood) or Flood Plain 2 (500-year flood).

Imp. 2: The City will continue to apply zoning regulations in those areas designated as Flood Plain which contain use restrictions such as prohibition of: residential development and other improvements, structures or developments which would obstruct the natural flow of floodwaters or which would endanger life or property.

POLICY 1.2: The City will continue to apply appropriate regulations to development in those areas where the potential for slope instability exists.

Imp. 1: The City will apply the Uniform Building Code slope regulations on all new developments located on slopes in excess of fifteen percent.

Imp. 2: The City will continue to apply the slope protection combining district on areas with slopes in excess of fifteen percent to protect against erosion on slopes greater than five feet in height.

POLICY 1.3: The City will continue to pursue programs to retrofit all structures in the City constructed of unreinforced masonry where feasible.

Imp. 1: The City will continue to consider using Community Development Block Grants to assist in financing the retrofit of unreinforced masonry structures.

Imp. 2: The City Building and Safety Department will continue to inspect buildings which are suspected of being constructed with unreinforced masonry.

POLICY 1.4: The City will continue to ensure that appropriate safety standards are applied and maintained in all new developments.

Imp. 1: The Police and Fire Departments will continue to review development proposals to determine impacts on emergency services and ensure developments meet

appropriate safety standards. Examples of these standards include fire hydrant spacing, sprinkler requirements in certain types of construction, safe vehicular access for evacuation or response, and ensuring that the development does not negatively impact response times.

Imp. 2: The City will continue to require seismic safety measures identified in the Uniform Building Code to be incorporated into all new development. Examples of these measures include structural bracing, roof system bracing, and increased size in footings.

POLICY 1.5: The City will continue to apply appropriate safety regulations to land use and development decisions in those portions of the City that are affected by the aviation operations of SCLA.

Imp. 1: The City will implement the Comprehensive Airport Land Use Plan which contains safety measures such as height restrictions and density limitations and use it to ensure land use compatibility of a proposed use or development with SCLA.

Imp. 2: The City will continue to implement the SCLA Specific Plan which provides land use designations and regulations compatible with airport operations.

GOAL 2: Victorville as a community which integrates public health and safety issues into its planning and development policies.

POLICY 2.1: The City will continue to apply appropriate regulations to land use and development decisions in those portions of the City that are potentially affected by safety hazards.

Imp. 1: The City will continue to prohibit improvements, structures or developments within the flood plain which would obstruct the natural flow of floodwaters or which would endanger life or property.

Imp. 2: The City will apply the Uniform Building Code slope regulations, such as the use of retaining walls, on all new developments located on slopes in excess of fifteen percent.

Imp. 3: The City will continue to implement, in appropriate situations, the unreinforced masonry retrofit regulations contained in the Victorville Municipal Code.

Imp. 4: The City will continue to ensure that new development is designed and constructed following seismic Zone 4 requirements of the Uniform Building Code which includes safety measures such as structural bracing, roof system bracing, and increased footing size.

Imp. 5: The City will continue to ensure that new development is designed and constructed following the requirements of the Uniform Fire Code and the fire safety measures of the Victorville Municipal Code which includes safety measures such as smoke detector requirements and automatic fire extinguishing systems in certain types of construction.

Imp. 6: The City will require geologic studies for new development in those portions of the City suspected of having the potential for liquefaction prior to issuance of a building permit.

POLICY 2.2: The City will apply appropriate regulations to land use and development decisions in those portions of the City that are affected by the aviation operations of SCLA.

Imp. 1: The City will implement the Comprehensive Airport Land Use Plan which will be used to determine/ensure land use compatibility of a proposed use or development with SCLA.

Imp. 2: The City will continue to implement the SCLA Specific Plan which provides land use designations and regulations based on the affect of aviation operations.

GOAL 3: Victorville as a community which shares its public health and safety concerns with other public agencies, local, regional, state and federal.

POLICY 3.1: The City will continue to cooperate with and support, where appropriate, state, county, and local agencies responsible for the enforcement of health, safety, and environmental laws.

Imp. 1: The City will utilize, and update as necessary, the emergency preparedness plan that directs emergency activities in the event of a disaster.

Imp. 2: The City will continue to implement, and update as necessary, the hazardous waste emergency response plan.

Imp. 3: The City will continue to support laws requiring all users, producers, and transporters of hazardous materials and wastes clearly identify such materials and wastes at the site and to notify the appropriate City and County agencies that such materials are located on the site.

Imp. 4: The City will continue to cooperate with State and Federal agencies, as well as with the railroads, to ensure that hazardous materials transported through the City do not present additional threats to life and property.

Imp. 5: Uses involved in the production, storage, transportation, or disposal of hazardous materials will be evaluated to ensure that they are located a safe distance from land uses that may be adversely impacted.

Imp. 6: The City will continue to hold periodic meetings with the Victor Valley Economic Development Authority (VVEDA) to ensure emergency preparedness and other issues related to public health and safety (such as ensuring aircraft operations comply with established flight patterns and procedures, improve roadways to benefit public safety, and properly dispose of hazardous waste generated at the airport) at SCLA are maintained.

Imp. 7: The City will continue to implement the weed abatement program to reduce brush fire hazards.

Imp. 8: The City will continue to encourage and support the neighborhood watch program.

Imp. 9: The City will continue to coordinate with local, State and Federal agencies to ensure that deposition in the Mojave River does not exacerbate flood damage potential.

Imp. 10: The City will continue to pursue efforts to modify the political and management structure of the San Bernardino County Flood Control District to ensure that funds collected in the High Desert area remain in the High Desert to be used for appropriate flood control improvements.

POLICY 3.2: The City will continue to maintain mutual aid agreements with other jurisdictions in the region.

Imp. 1: The City will continue to participate in organizations such as the Regional Fire Protection Authority.

RESOURCE ELEMENT

CITY OF VICTORVILLE GENERAL PLAN



RESOURCE ELEMENT

TABLE OF CONTENTS

	<u>Page</u>
INTRODUCTION	1
Purpose of This Element	1
GOALS	1
THE CONSERVATION PLAN	1
Water.....	1
Geologic Resources	10
Air Quality	30
SOLID WASTE MANAGEMENT	34
Introduction.....	34
Existing Setting	34
Identification of Solid Wastes	35
Future Disposal Options.....	39
OPEN SPACE PLAN.....	39
Water Courses and Lakes	40
Outdoor Recreational Areas	41
Public Health and Safety	42
BIOLOGICAL RESOURCES	42
Floral Resources	42
Faunal Resources	43
West Mojave Coordinated Management Plan	45
CULTURAL/HISTORICAL RESOURCES.....	45
Paleontological/Archaeological	45
Historic Resources.....	46
GOALS, POLICIES, AND IMPLEMENTATION MEASURES AND PROGRAMS	48

LIST OF FIGURES

	<u>Page</u>
Figure 1	Mojave River Ground Water Basin Area 3
Figure 2	Victorville General Plan Area Water Purveyors 7
Figure 3	Victorville Wastewater Reclamation Facilities..... 9
Figure 4	Mineral Land Classification Map Index..... 11
Figure 5	Mineral Land Classification Map 12
Figure 6	Aggregate Resource Areas 18
Figure 7	Planning Areas/Soil Limitations Sheet Index Map..... 21
Figure 8	Soil Limitations for Building Site Development/Septic Tank Absorption Fields 22
Figure 9	Agriculture and Williamson Act Lands 29
Figure 10	Mojave Desert Air Basin 31
Figure 11	Disposal Service Areas 36

LIST OF TABLES

	<u>Page</u>
Table 1	Current & Projected Groundwater Overdraft Within Mojave Water Agency - With Historical Supply and Present & Projected Use 4
Table 2	Estimated Groundwater Overdrafts 5
Table 3	Estimated Operational Groundwater Storage Capacity and Water in Storage Mojave River Area Groundwater Basins (Acre/Feet) 5
Table 4	Current and Projected Total Consumption Use and Outflow of Water Within Mojave Water Agency 6
Table 5	Water Consumption by Land Use Type..... 6
Table 6	City of Victorville Annual Waste Disposal..... 37
Table 7	Household Hazardous Waste Collection Data 38
Table 8	Open Space Resources 39
Table 9	Threatened/Endangered Species 44

INTRODUCTION

Purpose of this Element

The State of California Government Code requires every general plan to have a conservation element (65302d) and an open space element (Section 65302e). The conservation element must contain goals and policies that serve to protect and maintain the State's natural resources and to prevent their wasteful exploitation, degradation, and destruction. Further, that portion of a Conservation Element that addresses water shall be developed in coordination with any county-wide water agency and with all district and city agencies which have developed, served, controlled or conserved water for any purpose for the city. Public Resources Code Section 2762 requires that the element include information about the rock, sand and gravel resources as identified by the Department of Conservation, Division of Mines and Geology.

The Open Space Element must contain goals and policies that manage unimproved land or water areas devoted to an open-space use. Open space uses include: (1) The preservation of natural resources such as plant and animal habitat, and fish and wildlife species; (2) lands used for agriculture or recharge of ground water basins; (3) trails, river banks or utility easements which serve as links between major recreation and open-space reservations, as well as parks, and access to rivers; and (4) unstable soils and flood plains for public health and safety purposes.

This Resources Element, which is a combination of the Conservation and Open Space elements as allowed pursuant to Government Code Section 65301(a), contains background information, goals and policies which address issues of conservation and open space, meeting the State's requirements as noted above. The Resources Element is divided into two main components: (1) The Conservation Plan which addresses water, geologic resources, soils, agricultural lands, air quality, and solid waste management; and (2) The Open Space Plan which addresses water courses and lakes, outdoor recreational areas, open space for public health and safety, biological, paleontological/archaeological, and cultural/historical resources.

GOALS

- GOAL 1: Victorville as a community which continues to identify and manage resources in coordination with its growth and development.
- GOAL 2: Victorville as a community that recognizes the need to coordinate its management of resources with other agencies.

THE CONSERVATION PLAN

Water

The land use plan included in the Land Use Element designates land use patterns for the entire planning area. Because of the large area governed by this General Plan, total buildout will probably occur well into the next century. Nevertheless, increased development will ultimately impact the existing water supplies and delivery systems.

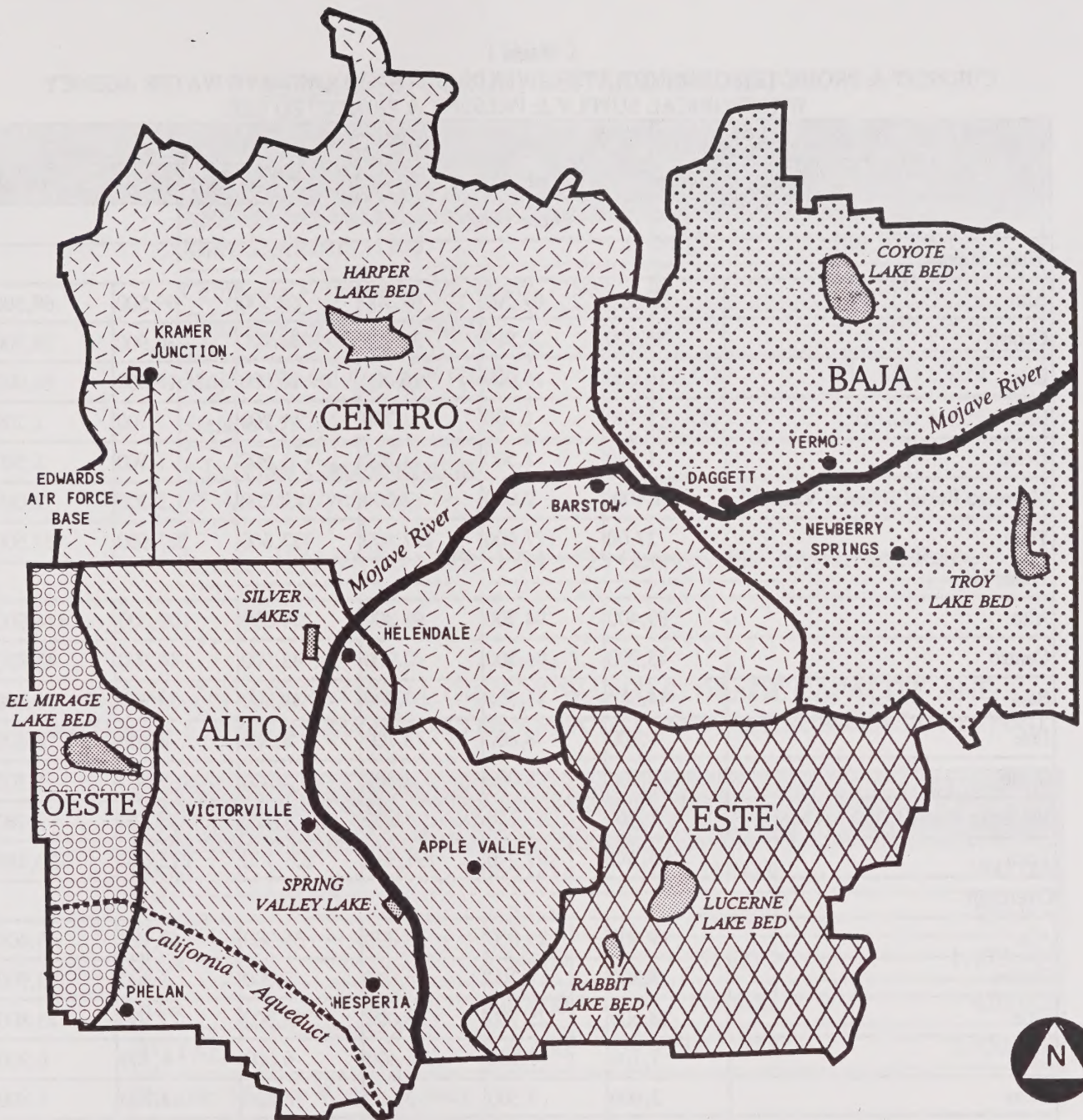
The goals and policies included in the Resource Element recognize the need to conserve local groundwater resources. The City, as adopted policy, will cooperate with Federal, State, and County governments as well as with local jurisdictions and agencies concerning water quality issues as well as water conservation. Part of that cooperation will involve the City's inclusion within the Resource Element as a technical document the final draft of the Regional Water Management Plan prepared by the Mojave Water Agency. This is in recognition that water conservation alone will not provide sufficient quantities of water for future growth and development, and supplemental water will be required.

Water Supply

The City of Victorville is located within the boundaries of The Mojave River Ground Water Basin, which covers an area of 3,000 square miles and consists of five separate sub-basins: The Baja (lower), The Centro (middle), The Alto (upper), The Este (Lucerne Valley) and The Oeste (El Mirage Valley) (See Figure 1). According to Tom Dodson & Associates (environmental consultants) the average annual recharge is approximately 125,600 acre feet; the main source of recharge is the Mojave River which derives its stream flow from water sheds located in the San Bernardino Mountains. The average annual outflow of water is approximately 193,600 acre feet. Therefore, the Mojave River Ground Water Basin is being overdrafted (more water removed than replenished) by approximately 68,000 acre feet per year. Table 1 indicates amount of overdraft in each sub-basin and the entire basin.

The Victorville Planning Area draws water from the Alto Sub-basin which is also in a state of overdraft according to several studies (See Table 2). The average annual recharge is 69,500 acre feet, and the annual use is 89,400 acre feet. The groundwater in the Upper Mojave Basin has been overdrafted since the 1950's resulting in lower groundwater levels throughout the basin with an average annual decline in the water table of two feet. The operational storage capacity of the Alto Sub-basin is 2,086,000 acre feet with 960,000 acre feet of water currently in storage (See Table 3).

The City of Victorville is a member of the Mojave Water Agency (MWA), which is one of thirty such agencies in the State. The MWA was formed in 1959 through legislative action and a vote by the affected residents. The Agency was empowered to purchase, protect, conserve and reclaim water to ensure availability for present and future uses. In 1963 the MWA entered into a contract with the Department of Water Resources to purchase a maximum annual entitlement of 50,800 acre feet from the State Water Project for all regions within MWA jurisdiction. On March 26, 1996, the MWA approved a water transfer of 25,000 acre feet/year of State Water Project entitlement from the Berrenda Mesa Water District in Kern County increasing the entitlement within MWA jurisdiction to 75,800 acre feet/year. The Morongo Basin is currently receiving 7,257 acre feet/year of State Water Project water while Rancho Las Flores has prepared to contract 6,400 acre feet of water per year from the MWA for a planned community in Summit Valley.



Mojave River Ground Water Basin Area

Victorville
General Plan



FIGURE 1

Table 1
CURRENT & PROJECTED GROUNDWATER OVERDRAFT WITHIN MOJAVE WATER AGENCY
W/HISTORICAL SUPPLY & PRESENT & PROJECTED USE

SUBAREA	YEAR					
	1990	1995	2000	2005	2010	2015
(Acre-Feet)						
Water Supply						
Alto	69,500	69,500	69,500	69,500	69,500	69,500
Centro	36,900	36,900	36,900	36,900	36,900	36,900
Baja	16,000	16,000	16,000	16,000	16,000	16,000
Este	1,700	1,700	1,700	1,700	1,700	1,700
Oeste	1,500	1,500	1,500	1,500	1,500	1,500
Morongo Basin/ Johnson Valley ^{1, 2}	1,400 ³	2,000	2,000	2,000	2,000	2,000
Total	27,00	127,600	127,600	127,600	127,600	127,600
Water Use						
Alto	89,400	94,500	99,300	104,800	109,600	114,900
Centro	45,200	44,100	42,900	43,900	44,800	45,800
Baja	44,500	41,700	39,000	39,300	39,500	39,800
Este	9,400	8,800	8,100	8,300	8,400	8,600
Oeste	5,100	5,000	4,800	5,000	5,200	5,300
Morongo Basin/Johnson Valley ¹	3,940	3,270	3,810	4,420	5,140	5,980
Total	195,540	197,370	197,910	205,720	212,640	220,380
Overdraft						
Alto	19,900	25,000	29,800	35,300	40,100	45,400
Centro	8,300	7,200	6,000	7,000	7,900	8,900
Baja	28,500	25,700	23,000	23,300	23,500	23,800
Este	7,700	7,100	6,400	6,600	6,700	6,900
Oeste	3,600	3,500	3,300	3,500	3,700	3,800
Morongo Basin/Johnson Valley	1,540	1,270	1,810	2,420	3,140	3,980
Total	69,540	56,770	70,310	78,120	85,040	92,780
Rounded Total MWA Overdraft	69,500	59,800	70,300	78,100	85,000	92,800
¹ The projections present here include transfers of water between Means/Ames Valley and Warren Valley. The figures presented in the 1990 column actually represent quantities for 1991. ² Production in Copper Mountain Valley Basin currently consist of extractions from the Joshua Tree Subbasin which has an estimated safe yield of 500 acre-feet per year. The overdraft figures estimated herein assume that all production is from the Joshua Tree Subbasin. This overdraft may be reduced by development of production in other parts of the basin. ³ Does not include quantities from Means/Ames Valley.						
Source: Mojave Water Agency						

Table 2
ESTIMATED GROUNDWATER OVERDRAFTS

Investigator(s)	Overdraft	
	Greater Than	but less than
Murk Engineers (1985)	3,852	24,522 a.f./y**
California Polytechnic University (1987)	0	24,500 a.f./y
CDWR (Bulletin 84) (1967&)	0	13,400 a.f./y
Mojave Water Agency* (1991)	12,000	30,000 a.f./y
Stetson (1974)	2,200	30,000 a.f./y
* Personal Communication		
** Acre feet/year - a.f./y		
Source: 1992 VVEDA EIR, 1991 - EIS George AFB Disposal and Reuse.		

Table 3
ESTIMATED OPERATIONAL GROUNDWATER STORAGE CAPACITY AND
WATER IN STORAGE MOJAVE RIVER AREA GROUNDWATER BASINS (Acre/Feet)

Subarea	Total Operational Storage Capacity	Empty Space Available	Water in Storage as of End of 1990
Alto	2,086,000	1,126,000	960,000
Centro	740,000	340,000	400,000
Baja	1,544,000	371,000	1,173,000
Este	530,000	110,000	420,000
TOTAL	4,900,000	1,947,000	2,953,000
Source: Mojave Water Agency			

Water Consumption

According to a population growth forecast developed by Mojave Water Agency, the population within the Mojave River Ground Water Basin is projected to increase anywhere from 42 to 131 percent based upon low, moderate and high growth rates. Projections for Agricultural and Urban consumptive use within the sub-basins is shown in Table 4, based upon an average growth rate of 3.7 percent which approximates the SCAG growth estimate in the "Regional Comprehensive Plan and Guide" as noted in the Housing Element.

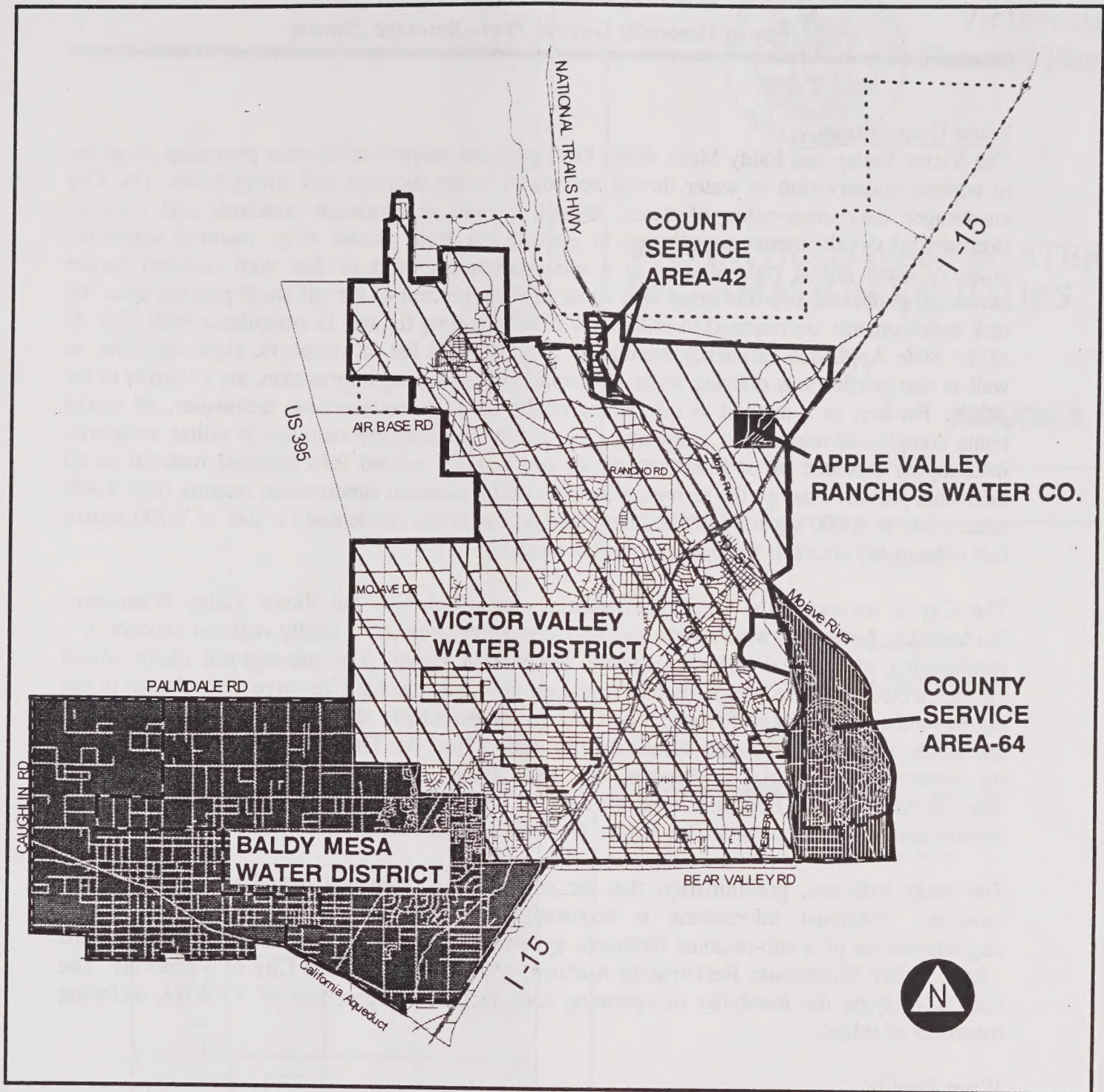
Table 4
CURRENT & PROJECTED TOTAL CONSUMPTION USE AND OUTFLOW OF WATER
WITHIN MOJAVE WATER AGENCY

Study Area	Year					
	1990	1995	2000	2005	2010	2015
Mojave River Area						
Agricultural	78,300	70,500	62,600	62,600	62,600	62,600
Urban	45,500	53,800	61,700	68,900	75,100	82,000
Phreatophyte ¹	7,500	7,500	7,500	7,500	7,500	7,500
Surface water outflow ²	8,400	8,400	8,400	8,400	8,400	8,400
Subtotal	139,700	140,200	140,200	147,400	153,600	160,500
¹ Consumptive use of 7,500 acre-feet annually assumes phreatophyte areas remain the same size.						
² Surface water outflow is a historical average during the 1931-1990 period.						
Source: Mojave Water Agency						

Water service is provided to the Victorville Planning Area by the following independent water purveyors; the Victor Valley Water District, which encompasses the majority of the Planning Area (50 square miles) the Baldy Mesa Water District, Apple Valley Ranchos Water Company, and County Service Area; CSA-42, located in the northern portions of the Turner Heights and North Mojave planning areas, and CSA-64 which serves Spring Valley Lake and Victor Valley College (See Figure 2). Water is provided from a total of thirty-nine (39) active local wells. The depth to groundwater ranges from fifty feet near the Mojave River to five hundred feet in the western portion of the Planning Area. Over the past ten years, Victor Valley Water District water production has increased by approximately fifty-nine percent. The majority of water consumption is by residential uses followed by commercial and industrial uses respectively. (See Table 5).

Table 5
WATER CONSUMPTION BY LAND USE TYPE

Residential Water	458,911,000 cu. ft.
Commercial Water	84,172,300 cu. ft.
Industrial Water	6,380,900 cu. ft.
Source: Victor Valley Water District, May 1995.	



Victor General
Plan Area Water
Purveyors

Legend

- — — = City Boundary
- = Sphere Boundary

Victorville
General Plan



FIGURE 2

Water Conservation

The Victor Valley and Baldy Mesa Water Districts have adopted ordinances providing programs to address conservation of water during periods of water shortage and emergencies. The City encourages the conservation of water through current development standards and policies. Commercial developments are allowed to provide the front planter strip, required where the property abuts public right-of-way, at a minimum width of three feet with required on-site landscaping allowed at a minimum area equal to three percent of the off-street parking area. All new developments are required to utilize low flow plumbing fixtures in compliance with Title 20 of the State Appliance Efficiency Standards. In addition, a list of xeriphytic plant materials, as well as two publications offering water conservation landscaping information, are available to the public. Further, as a method to inform the public of water conservation techniques, all model home complex developments containing four or more models are required to utilize xeriphytic landscaping methods on at least one model and provide related informational material to all interested parties. Finally, the provision for small-lot residential subdivisions ranging from 2,400 square feet to 6,000 square feet, and the standard minimum residential lot size of 7,200 square feet reduces the potential for landscape water demand.

The City is reviewing the "sewerage facilities plan update" by the Victor Valley Wastewater Reclamation Authority, which addresses two alternative projects; a totally regional concept or a combination of regional and sub-regional reclamation plants. The sub-regional plants would provide treated water to irrigate public landscape areas such as the Greentree Golf Course or the Southern California Logistics Airport golf course and potentially allow future use on public parks and landscape maintenance assessment districts (See Figure 3). This system would free-up water for commercial, industrial or domestic use. In addition, the water would recharge the Upper Basin upon which the Planning Area relies for its water supply, instead of the current recharge into the Lower Basin by the Victor Valley Wastewater Reclamation Authority.

The study indicates, preliminarily, that the sub-regional alternative would be more efficient; however, additional information is required. The City will continue to work toward implementation of a sub-regional treatment system whether constructed and maintained by the Victor Valley Wastewater Reclamation Authority (VWRA) or by the City of Victorville. The City is studying the feasibility of operating such facilities independent of VWRA including treatment of solids.

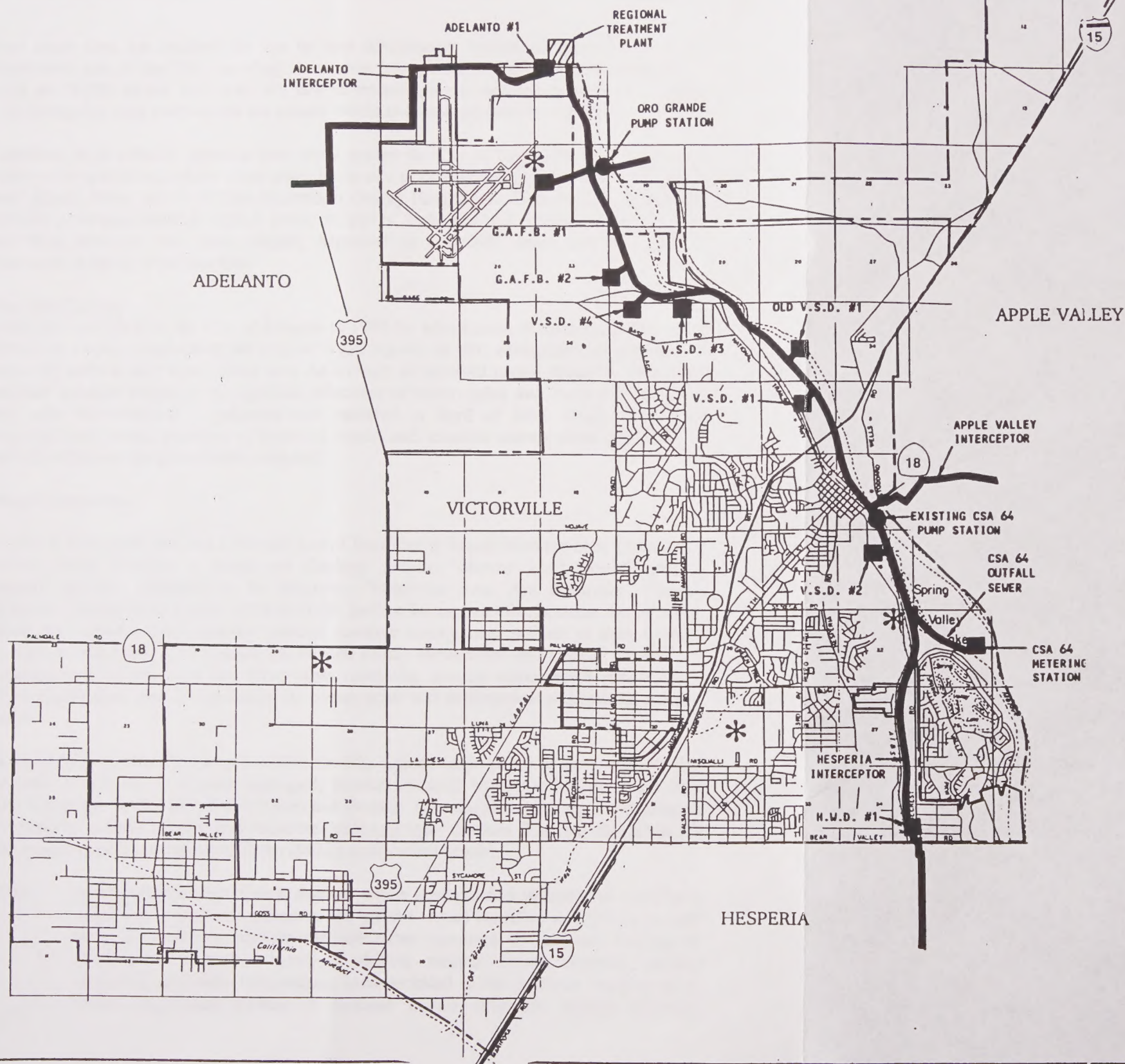
Water Quality

Groundwater within the Planning Area is generally of good quality as evidenced by annual water quality reports produced by the water districts. According to the California Regional Water Quality Control Board, Lahontan Region, there are no drinking water supply wells which contain pollutants within the City limits of Victorville except at the Southdown Portland Cement Plant site located in the Central City Planning Area. These wells which serve only the cement plant have been polluted by unauthorized discharges of waste at one or more sites along "D" Street. Lahontan is pursuing remediation of sites involving contaminated soils and/or groundwater along "D" Street. Water quality tests of Victor Valley Water District wells near "D" Street, where contaminated properties exist, showed no pollutants within a one mile radius.



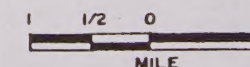
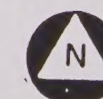
VICTORVILLE WASTEWATER RECLAMATION FACILITIES

FIGURE 3



Legend:

- City boundary
- Sphere boundary
- Metering Station
- Pump Station
- Existing Interceptor
- * Future Subregional Treatment Plant



Sewer trunk lines are available for use by new development throughout the majority of the incorporated area of the City, including some areas where rural subdivisions containing lots in excess of 18,000 square feet exist. All new developments are required to connect to public sewer, excepting rural subdivisions not located within two hundred feet of a sewer line.

In addition, in an effort to maintain good water quality the City of Victorville Fire Department operates a household hazardous waste collection center at Fire Station No. 311 located at 16200 Desert Knolls Drive next to the San Bernardino County Fairgrounds. Residents are encouraged to deposit household materials such as motor oil, paints, herbicides and fertilizers at this location since these materials can, when illegally deposited in a landfill, leach into the soil and contaminate drinking water supplies.

Water Adjudication

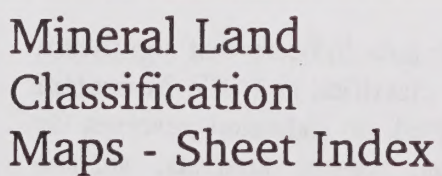
A complaint was filed by the City of Barstow in 1990 for adjudication of upstream water rights followed by a cross complaint by the Mojave Water Agency in 1991 extending such adjudication to cover all users in the Mojave River area. As a result, all involved parties generally agreed that a physical solution involving the equitable allocation of water rights and sharing of imported water costs was required. A judgment was rendered in April of 1995 which relied upon conserving local water, purchase of imported water, and transfers among water producers to eventually eliminate the groundwater overdraft.

Geologic Resources

The City of Victorville received a Mineral Land Classification Report from the State Department of Conservation, Division of Mines and Geology, entitled "Mineral Land Classification of Concrete Aggregate Resources in the Barstow - Victorville Area, San Bernardino County, California". According to Section 2762(a) of the Surface Mining and Reclamation Act of 1975, affected lead agencies must establish mineral resource management policies in their General Plan. The policies must: (1) recognize the Mineral Land Classification information; (2) assist in the management of land uses that affect areas containing mineral resources of state-wide or regional significance; and (3) emphasize the conservation and development of identified mineral resources.

Naturally occurring mineral resources within the City include sand, gravel or stone deposits that are suitable as sources of concrete aggregate, located primarily along the Mojave River (See Figures 4 through 5). The Division of Mines and Geology has classified these areas according to the presence or absence of significant concrete-grade aggregate deposits. The land classifications are designated as Mineral Resource Zones (MRZ) as described below:

MRZ-2a: Areas underlain by mineral deposits where geologic data indicate that significant measured or indicated resources are present. Areas classified as MRZ-2a contain discovered mineral deposits that are either measured or indicated reserves as determined by such evidence as drilling records, sample analysis, surface exposure, and mine information. Land included in the MRZ-2a category is of prime importance because it contains known economic mineral deposits.

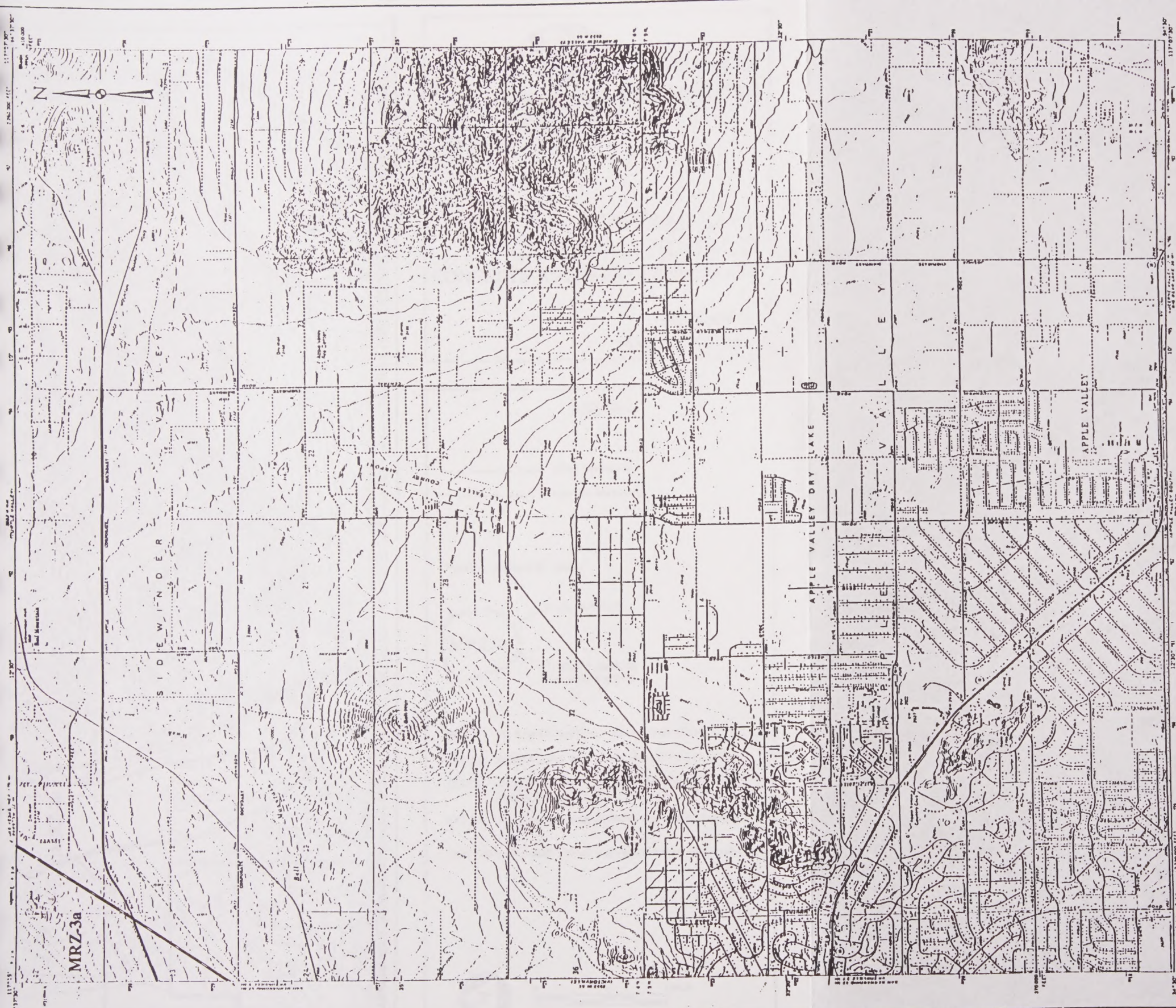


 = City/Sphere Area
 = Sheet Coverage Area

Victorville General Plan



FIGURE 4



APPLE VALLEY
NORTH QUADRANGLE

SCALE 1: 48,000

Topographic base by U.S. Geological Survey



Victorville
General Plan

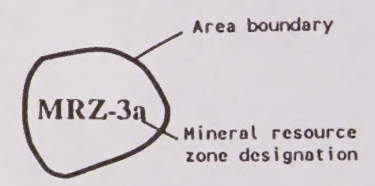
MINERAL LAND CLASSIFICATION MAP CONCRETE AGGREGATE RESOURCES

FIGURE 5
SHEET 1 OF 5

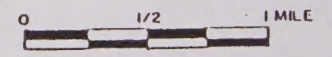
Legend:

- City boundary
- Sphere boundary

MINERAL RESOURCE ZONES



- MRZ-1 No significant aggregate deposits.
 - MRZ-2a Significant aggregate deposit.
 - MRZ-2b High likelihood of significant aggregate deposit.
 - MRZ-3a May contain significant aggregate deposit.
- (See text for additional explanation of MRZ symbols)





MINERAL LAND
CLASSIFICATION MAP
CONCRETE AGGREGATE RESOURCES

FIGURE 5
SHEET 3 OF 5

SCALE 1: 48,000

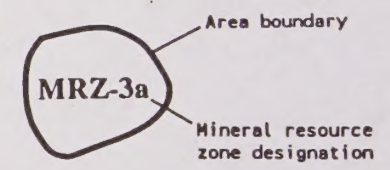
Topographic base by U.S. Geological Survey

ADELANTO
QUADRANGLE

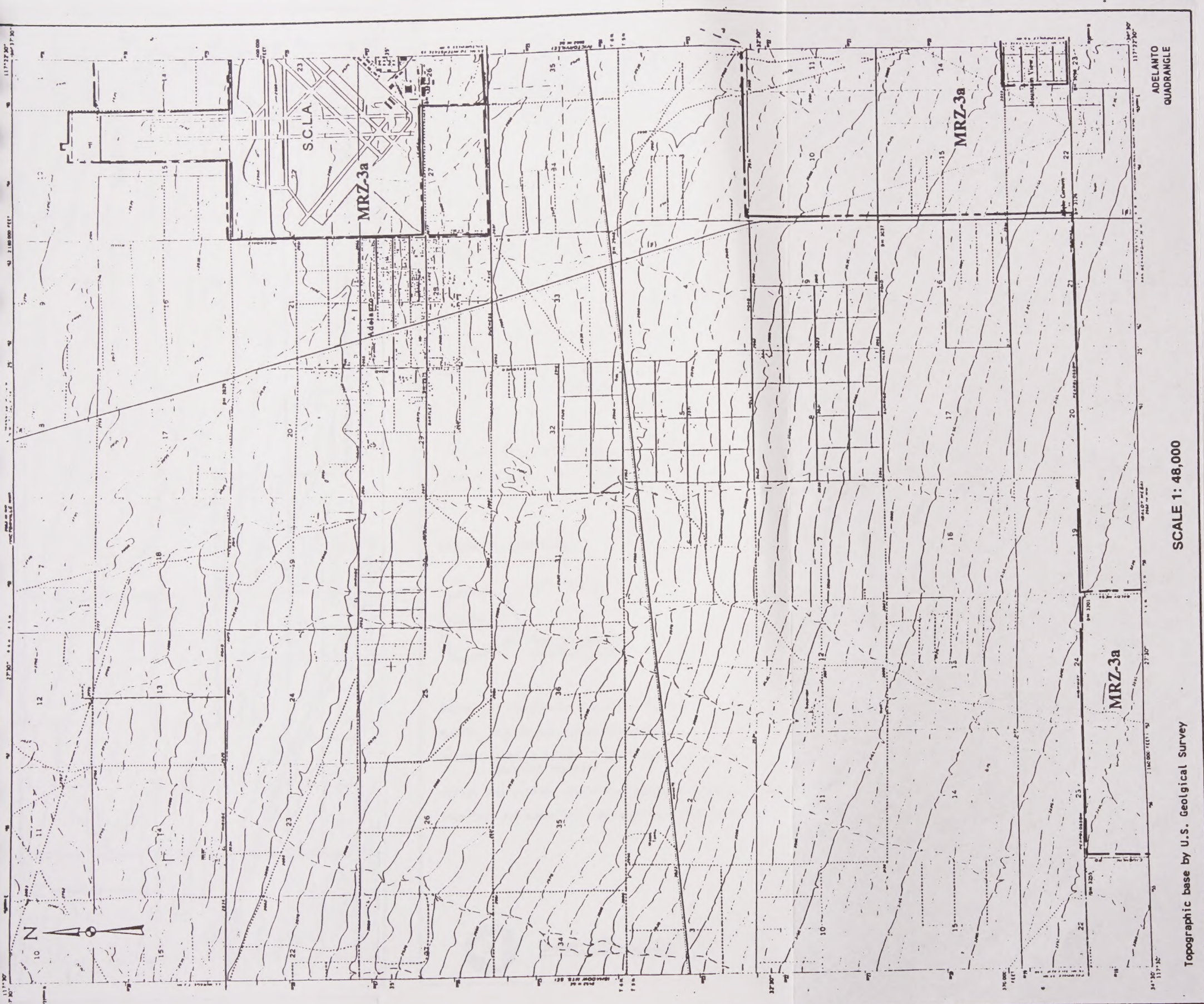
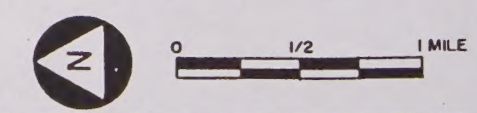
Legend

- City boundary
- Sphere boundary

MINERAL RESOURCE ZONES



- MRZ-1 No significant aggregate deposits.
 - MRZ-2a Significant aggregate deposit.
 - MRZ-2b High likelihood of significant aggregate deposit.
 - MRZ-3a May contain significant aggregate deposit.
- (See text for additional explanation of MRZ symbols)





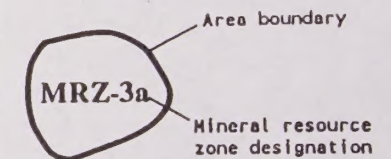
MINERAL LAND
CLASSIFICATION MAP
CONCRETE AGGREGATE RESOURCES

FIGURE 5
SHEET 4 OF 5

Legend

- City boundary
--- Sphere boundary

MINERAL RESOURCE ZONES



MRZ-1 No significant aggregate deposits.

MRZ-2a Significant aggregate deposit.

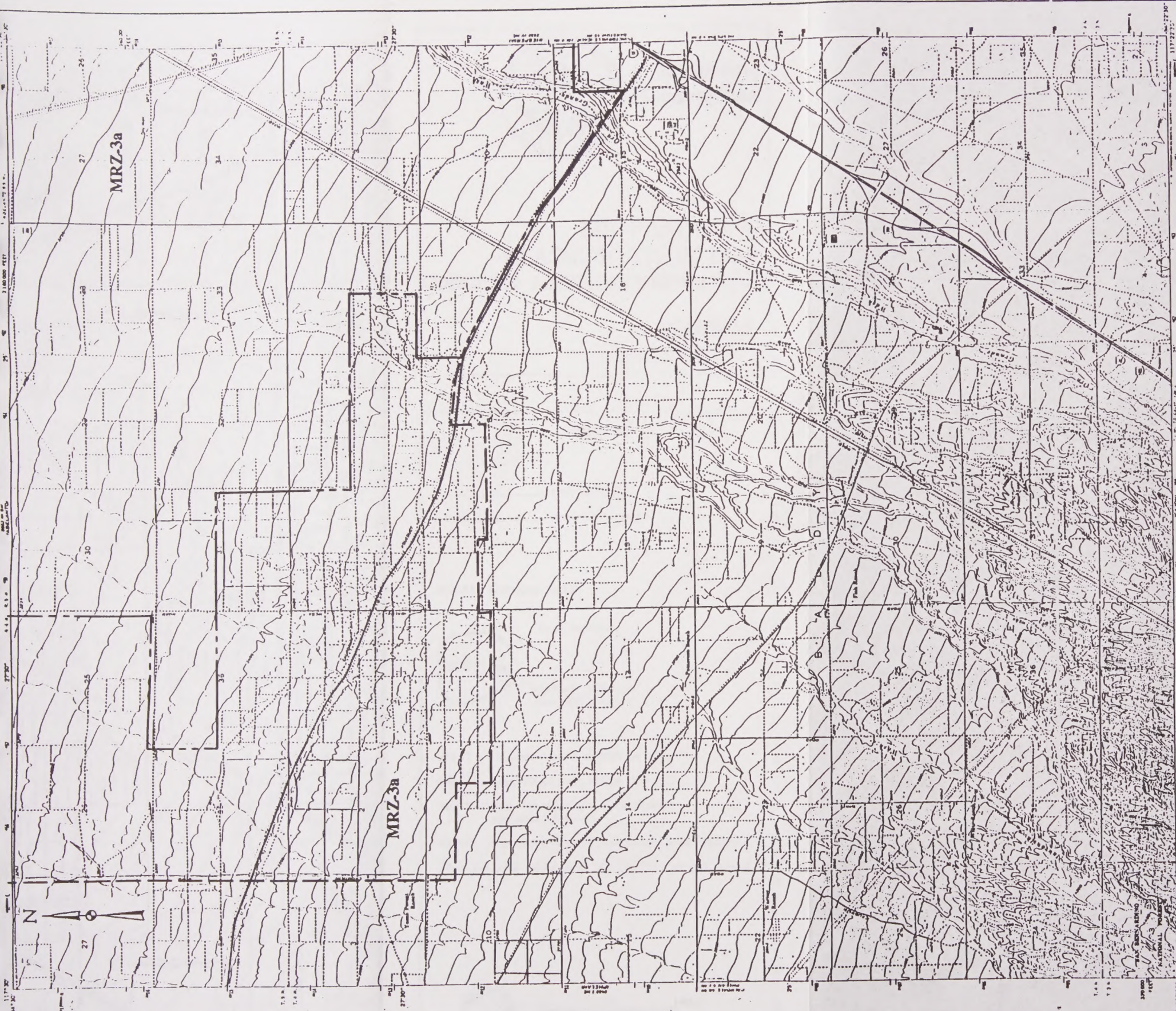
MRZ-2b High likelihood of significant aggregate deposit.

MRZ-3a May contain significant aggregate deposit.

(See text for additional explanation of MRZ symbols)



0 1/2 1 MILE



SCALE 1: 48,000

Topographic base by U.S. Geological Survey

BALDY MESA
QUADRANGLE



Victorville General Plan

MINERAL LAND CLASSIFICATION MAP CONCRETE AGGREGATE RESOURCES

FIGURE 5 SHEET 5 OF 5

Legend

- City boundary
- Sphere boundary

MINERAL RESOURCE ZONES

- Area boundary
- MRZ-3a Mineral resource zone designation

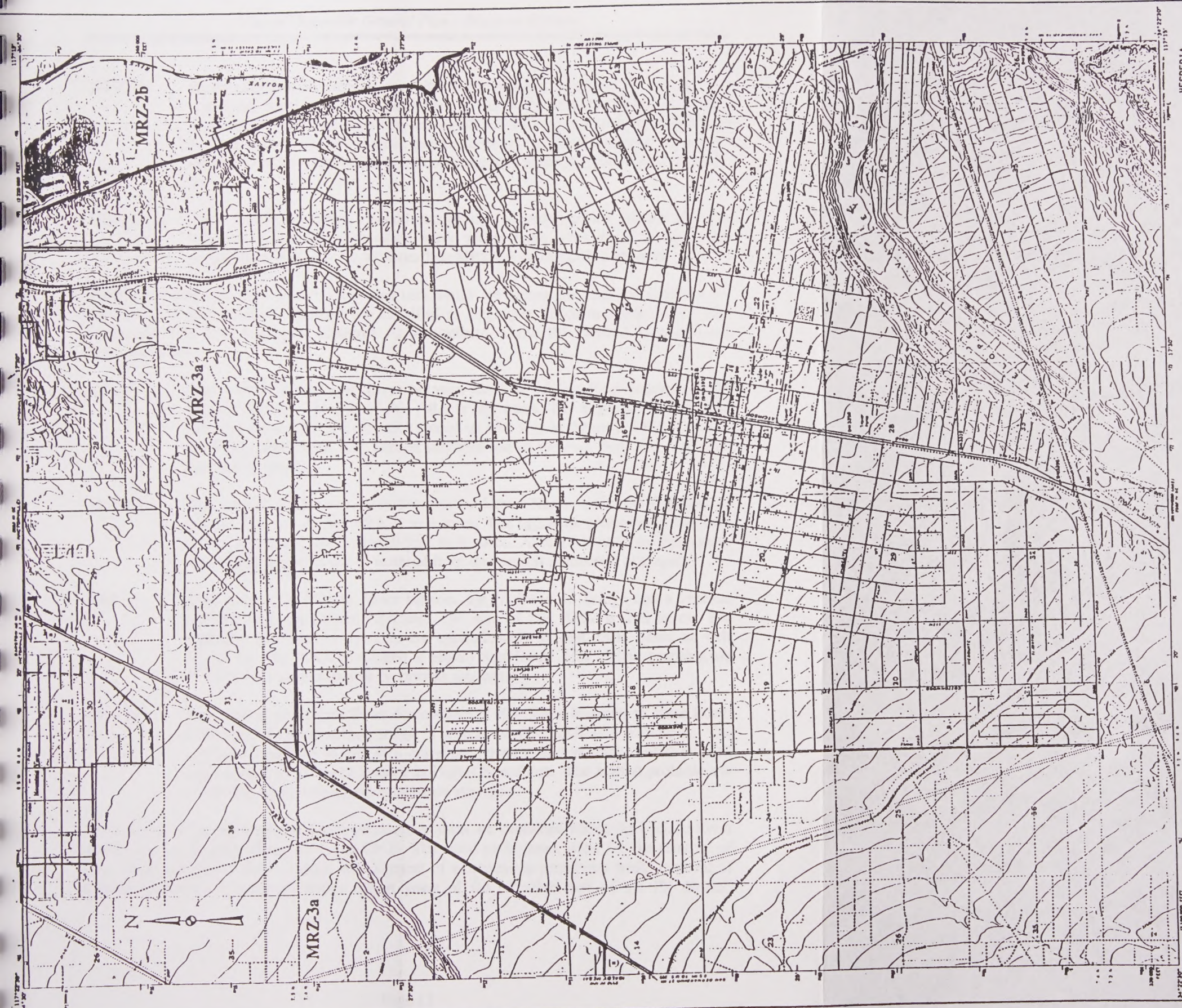
- MRZ-1 No significant aggregate deposits.
 - MRZ-2a Significant aggregate deposit.
 - MRZ-2b High likelihood of significant aggregate deposit.
 - MRZ-3a May contain significant aggregate deposit.
- (See text for additional explanation of MRZ symbols)



0 1/2 1 MILE

SCALE 1: 48,000

Topographic base by U.S. Geological Survey

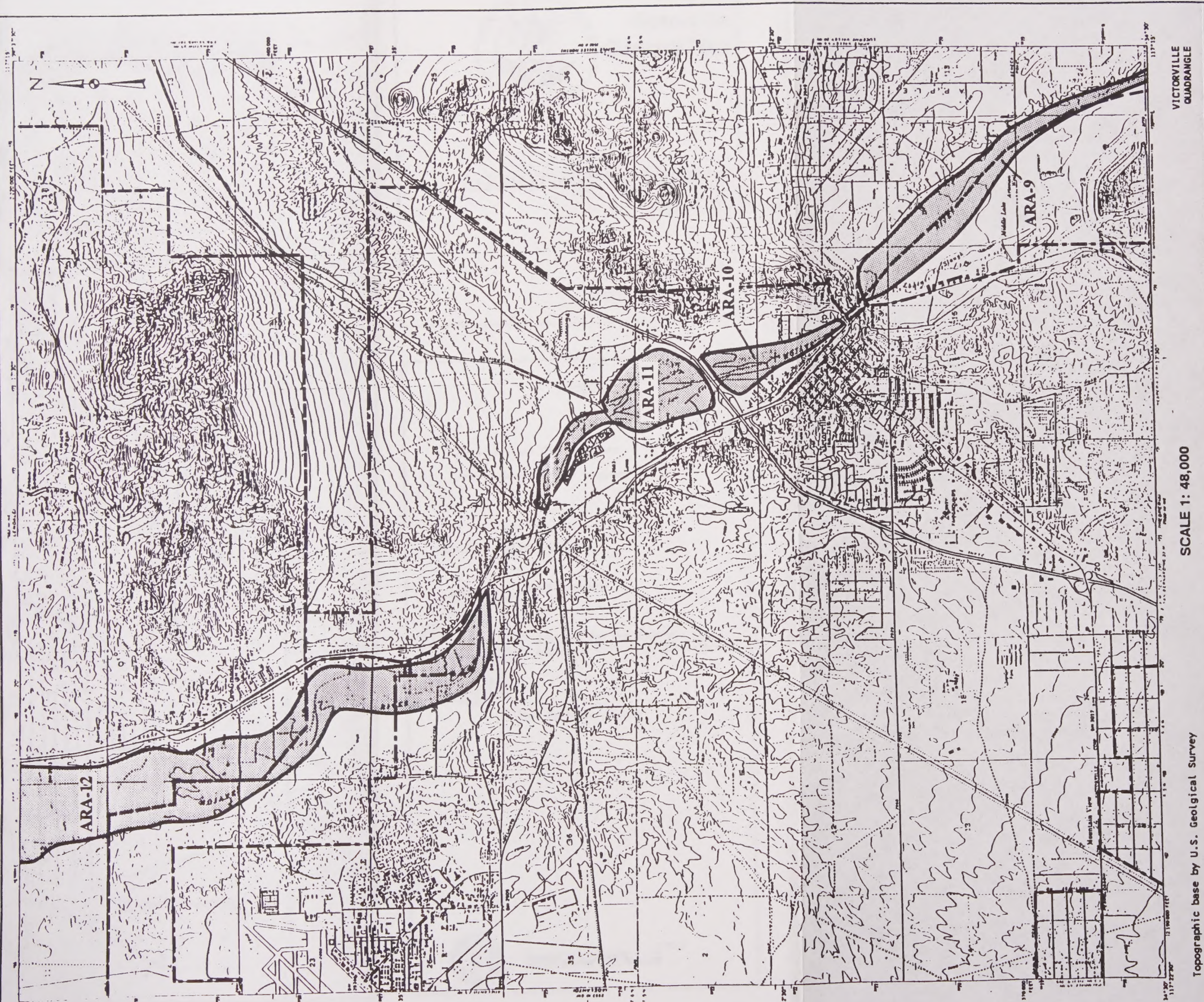


- MRZ-2b: Areas underlain by mineral deposits where geologic information indicates that significant inferred resources are present. Areas classified as MRZ-2b contain discovered mineral deposits that are significant inferred resources as determined by their lateral extension from proven deposits or their similarity to proven deposits. Further exploration work could result in upgrading these areas to MRZ-2a.
- MRZ-3a: Areas containing known mineral occurrences of undetermined mineral resource significance. Further exploration work within these areas could result in the reclassification of specific localities into MRZ-2A or MRZ-2b categories.

Those areas (considered to have existing land uses which are compatible with and available for the mining of such mineral resources) are classified as Aggregate Resource Areas (ARA) (See Figure 6). The four Aggregate Resource Areas confined within the General Plan area are described below:

- ARA-9: That part of the Mojave River between the Bear Valley Road bridge and the Upper Narrows. The size of this ARA is 691 acres. The aggregate resources in this area are at least 100 feet thick, based on well logs in the area. ARA-9 is rated as Highly Significant. The highest probable use of material from this deposit is concrete aggregate.
- ARA-10: That part of the Mojave River between the Upper Narrows and the Highway 15 bridge. The size of this ARA is 119 acres. The aggregate resources in this area are 40 feet thick, based on well logs in the area. ARA-10 is rated as Significant. The highest probable use of material from this deposit is concrete aggregate.
- ARA-11: That part of the Mojave River between the Highway 15 bridge and a pipeline crossing near the Lower Narrows. The size of this ARA is 290 acres. The aggregate resources in this area are approximately 42 feet thick, based on well logs in the area. ARA-11 is rated as Highly Significant. This highest probable use of material from this deposit is concrete aggregate.
- ARA-12: That part of the Mojave River downstream of the Lower Narrows to Vista Road, a distance of about eleven miles. The size of this ARA is 4,536 acres. The aggregate resources in this area are approximately 42 feet thick, based on well logs in the area. ARA-12 is rated as Highly Significant. The highest probable use of material from this deposit is concrete aggregate.

The majority of the above noted aggregate resource areas are contained within the Mojave River which is zoned as flood plain (FP-1 and FP-2). The flood plain zones allow for the removal of rock, sand and gravel. Furthermore, development of structures is prohibited while removal of existing structures is required within fifteen years of the effective date of the FP district.



Victorville General Plan

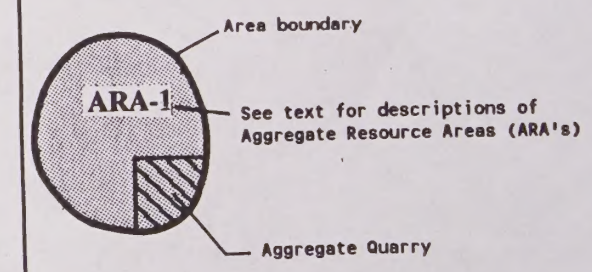
AGGREGATE RESOURCE AREAS

FIGURE 6
SHEET 1 OF 2

Legend

- City boundary
- Sphere boundary

AGGREGATE RESOURCE AREAS





Victorville General Plan

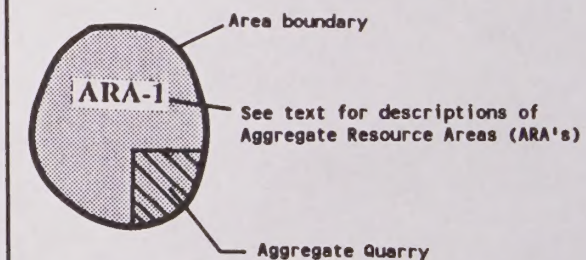
AGGREGATE RESOURCE AREAS

FIGURE 6
SHEET 2 OF 2

Legend

- City boundary
- Sphere boundary

AGGREGATE RESOURCE AREAS



0 1/2 1 MILE



Any proposal to recover rock, sand and gravel from resource areas located within the Mojave River and flood plains would require environmental assessment to determine the potential for environmental impacts. In addition, reclamation plans for resource recovery projects would be required including, but not limited to: Grading, backfilling, re-soiling, re-vegetation, soil compaction, soil erosion control, watershed and water quality control, flood control and waste disposal (Public Resources Code, Division 2, Chapter 9, Section 2710 et seq.) However, the Mojave River is an ecologically sensitive area containing habitat which does not naturally occur anywhere else in the Planning Area. Therefore, it is unlikely that these resources will be recovered due to the potential for significant and unmitigable impacts of a mining operation.

Gas and Oil

According to a Bureau of Land Management (BLM) geologist numerous petroleum test wells have been drilled in the West Mojave Desert since 1900 and all have been abandoned. Further, rumors of petroleum discoveries have never been substantiated with only fragmentary, reliable subsurface geologic data being available. A 1967 study, cited by the BLM, states that the potential for occurrence of petroleum is low (L-C) since the area is not within the overthrust belt and there are no known marine source beds in this part of the Mojave. Consequently, it is very unlikely that petroleum in commercial quantities exists in the Western Mojave Desert region.

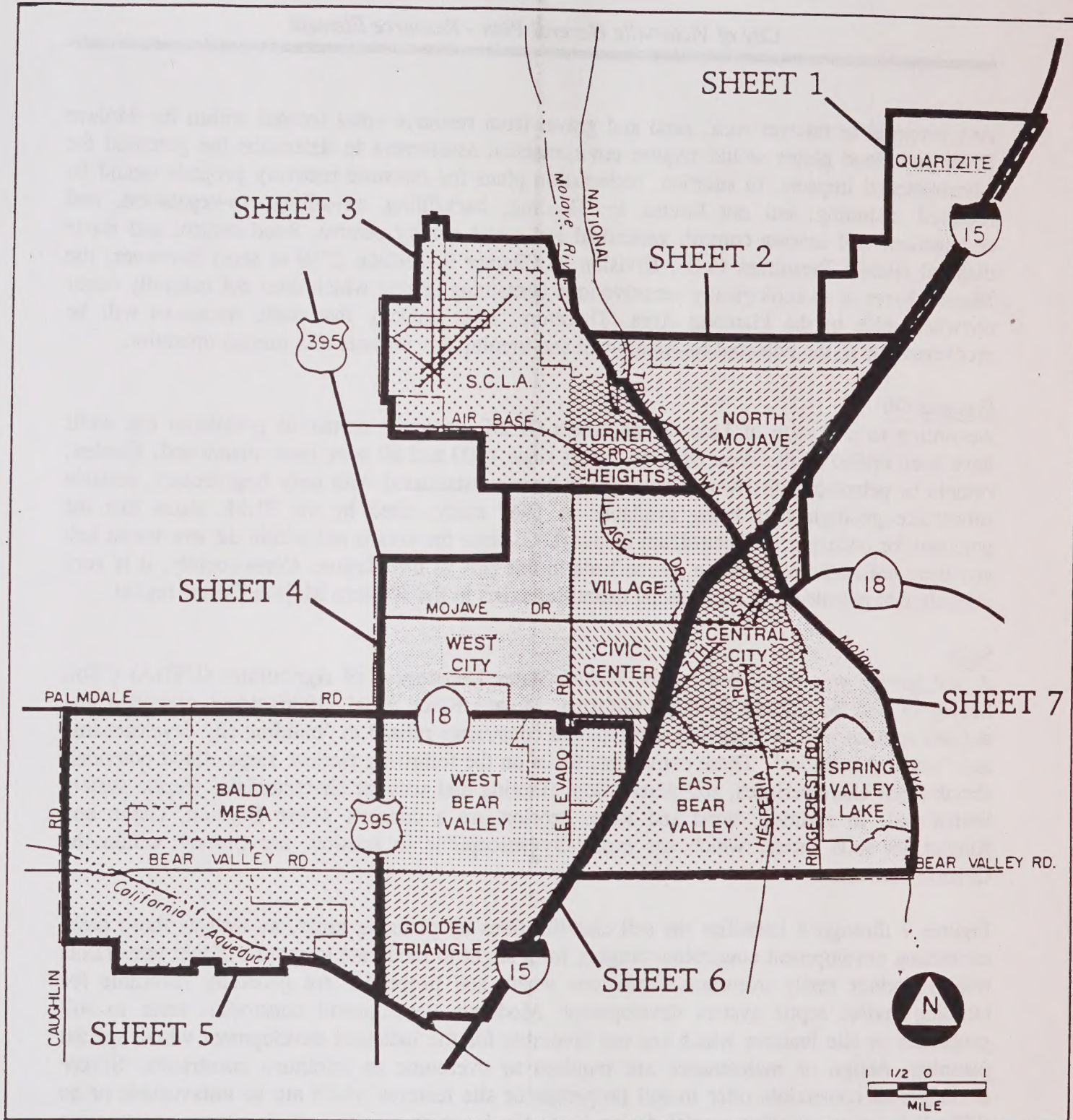
Soils

A soil survey was conducted by the United States Department of Agriculture (USDA) ("Soil Survey of San Bernardino County California, Mojave River Area", 1986) which classified and defined soils as well as identified development constraints related to "building site development" and "sanitary facilities". These constraints focus on the following factors: slope, flood potential, shrink-swell characteristics; soil percolation, filtering and seepage characteristics (septic system limitations). In addition, wind and water erosion are a concern where Bryman, Cajon and Kimberlina soils series, which are especially susceptible to erosion, are present within the General Plan area.

Figures 7 through 8 identifies the soil classifications by planning areas, as well as those areas containing development constraints ranging from slight to moderate to severe. Slight constraints refer to minor easily overcome limitations where soil properties are generally favorable for building and/or septic system development. Moderate development constraints refer to soil properties or site features which are not favorable for the indicated development where special planning, design or maintenance are required to overcome or minimize constraints. Severe development constraints refer to soil properties or site features which are so unfavorable or so difficult to overcome that special design is required, which significantly increases construction and maintenance costs. The identified areas may require special studies or reports including, but not limited to, the following: hydrology study, hydraulic study, preliminary grading plan, soil report and percolation tests. Mitigation measures are applied when necessary to address development constraints.

Agricultural Lands

According to the County Department of Agriculture-Weights and Measures, only one person currently produces agricultural crops within the City of Victorville. The property is located northeast of Highway 18 and east of and abutting the Mojave River (Figure 9). The property is



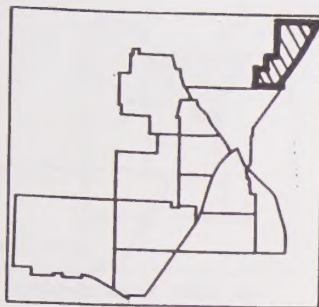
Planning Areas/ Soil Limitations Sheet Index Map

- = CITY BOUNDARY
- = SPHERE OF INFLUENCE BOUNDARY
- = SOIL LIMITATIONS MAP SHEET BOUNDARY

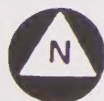
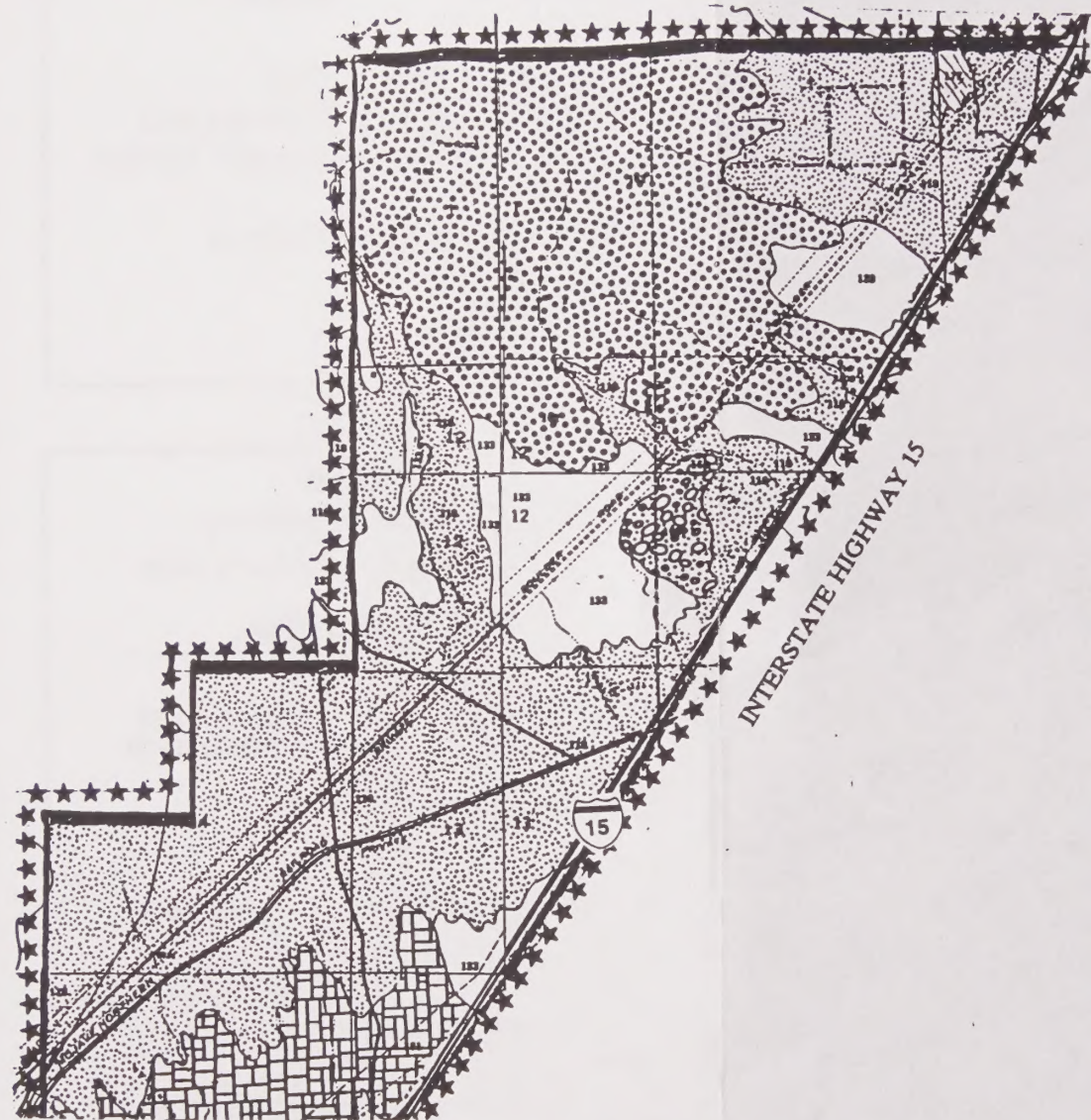
Victorville
General Plan



FIGURE 7



PLANNING AREAS INDEX MAP



0 1/2 1 MILE

SOURCE: UNITED STATES DEPARTMENT OF AGRICULTURE SOIL CONSERVATION SERVICE
"Soil Survey of San Bernardino County California" - 1986



Victorville General Plan

SOIL LIMITATIONS FOR BUILDING SITE DEVELOPMENT/ SEPTIC TANK ABSORPTION FIELDS

Quartzite Planning Area

FIGURE 8
SHEET 1 OF 7

Legend

CITY BOUNDARY

SPHERE OF INFLUENCE

SOIL LIMITATIONS:

BUILDING SITE DEVELOPEMENT:

LIMITATIONS:

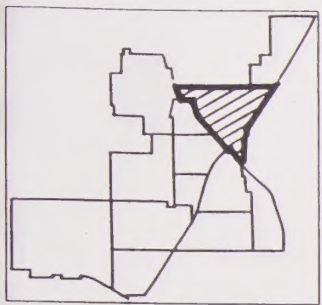
- Slight-Moderate Cave-in of Excavation
- Severe Cave-in of Excavation/Severe Flood
- Severe Cave-in of Excavation/Moderate Shrink Swell
- Moderate-Severe Slope
- Severe Slope
- Excavated Pits/Quarries
- Rock Outcrop
- Severe Cemented Pan
- Severe Flooding

SEPTIC TANK ABSORPTION FIELDS:

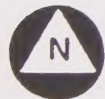
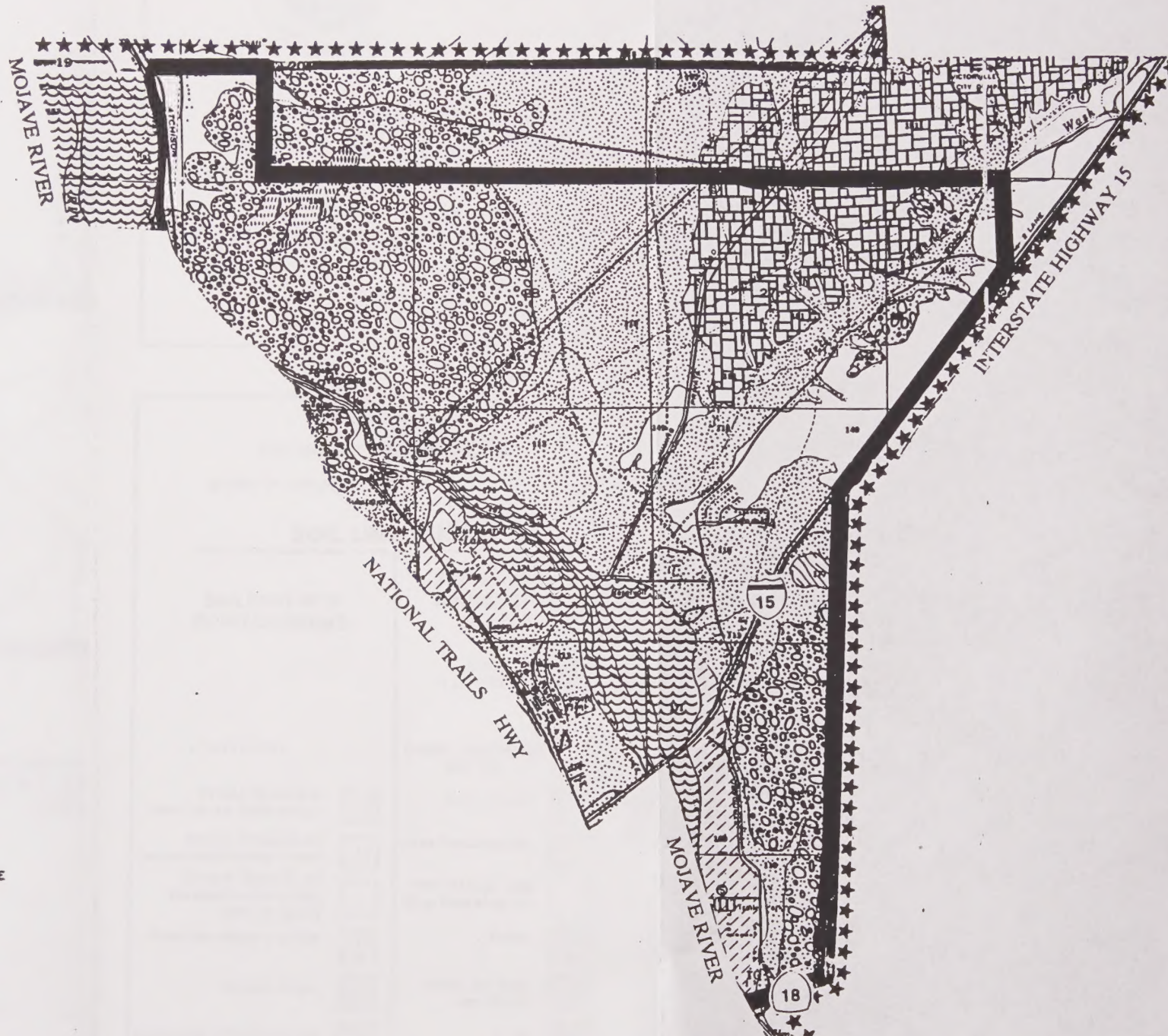
SLIGHT LIMITATIONS:

SEVERE LIMITATIONS DUE TO:

- Poor Filter
- Slow Percolation
- Poor Filter and Slow Percolation
- Slope
- Depth to Rock and Slope
- Pits
- Rock Outcrop
- Cemented Pan
- Flooding



PLANNING AREAS INDEX MAP



0 1/2 1 MILE



Victorville General Plan

SOIL LIMITATIONS FOR BUILDING SITE DEVELOPMENT/ SEPTIC TANK ABSORPTION FIELDS

North Mojave Planning Area

FIGURE 8
SHEET 2 OF 7

Legend

CITY BOUNDARY

SPHERE OF INFLUENCE

SOIL LIMITATIONS:

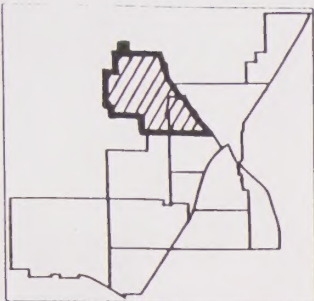
BUILDING SITE DEVELOPEMENT:

LIMITATIONS:

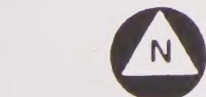
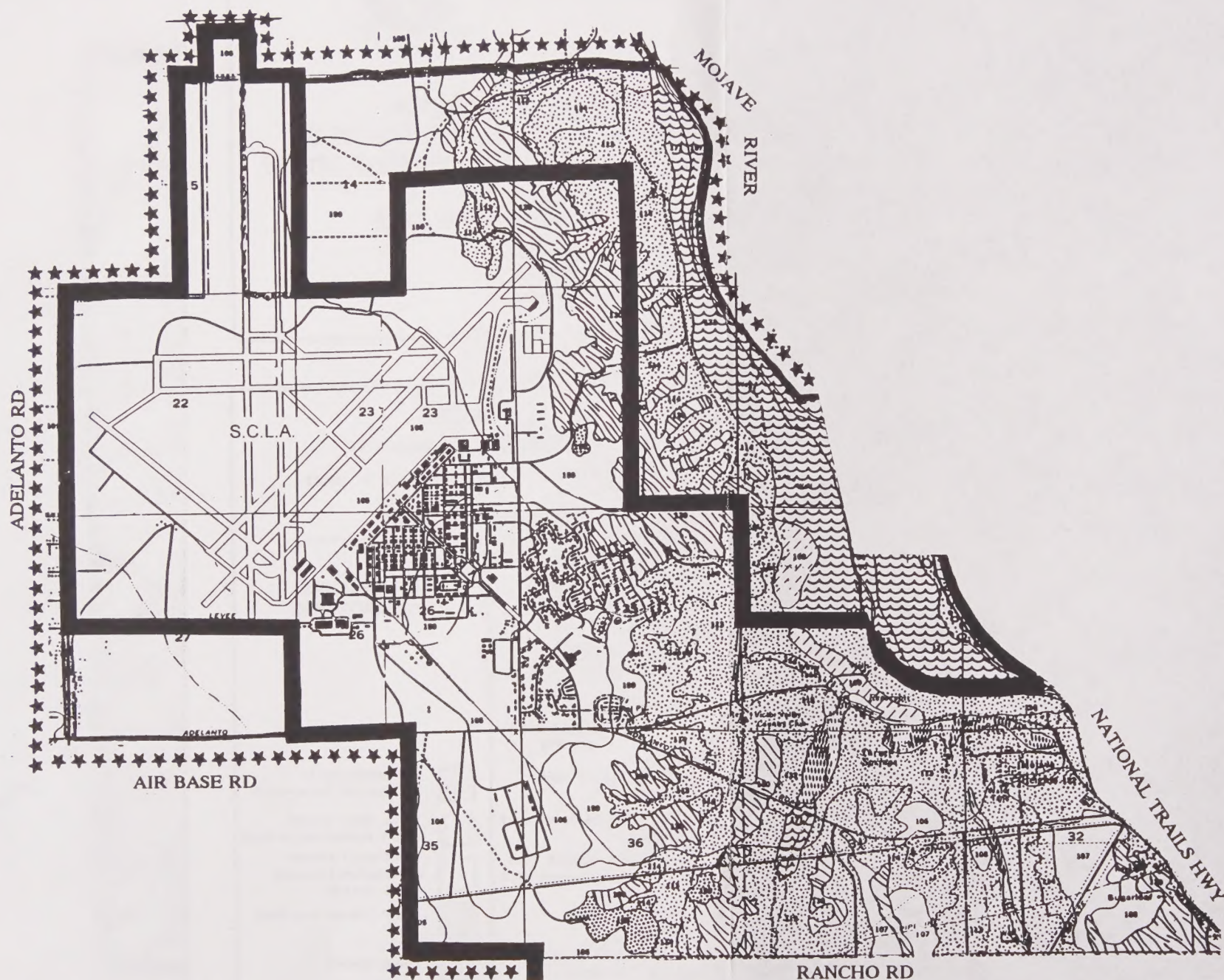
- Slight-Moderate Cave-in of Excavation
- Severe Cave-in of Excavation/Severe Flood
- Severe Cave-in of Excavation/Moderate Shrink Swell
- Moderate-Severe Slope
- Severe Slope
- Excavated Pits/Quarries
- Rock Outcrop
- Severe Cemented Pan
- Severe Flooding

SEPTIC TANK ABSORPTION FIELDS:

- SLIGHT LIMITATIONS:
- SEVERE LIMITATIONS DUE TO:
- Poor Filter
- Slow Percolation
- Poor Filter and Slow Percolation
- Slope
- Depth to Rock and Slope
- Pits
- Rock Outcrop
- Cemented Pan
- Flooding



PLANNING AREAS INDEX MAP



0 1/2 1 MILE

SOURCE: UNITED STATES DEPARTMENT OF AGRICULTURE SOIL CONSERVATION SERVICE
"Soil Survey of San Bernardino County California" - 1986



Victorville General Plan

SOIL LIMITATIONS FOR BUILDING SITE DEVELOPMENT/ SEPTIC TANK ABSORPTION FIELDS

S.C.L.A./Turner Heights Planning Areas

FIGURE 8
SHEET 3 OF 7

Legend

CITY BOUNDARY

SPHERE OF INFLUENCE

SOIL LIMITATIONS:

BUILDING SITE DEVELOPEMENT:

LIMITATIONS:

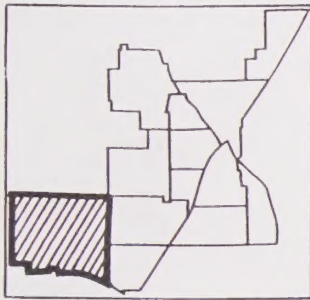
- Slight-Moderate Cave-in of Excavation
- Severe Cave-in of Excavation/Severe Flood
- Severe Cave-in of Excavation/Moderate Shrink Swell
- Moderate-Severe Slope
- Severe Slope
- Excavated Pits/Quarries
- Rock Outcrop
- Severe Cemented Pan
- Severe Flooding

SEPTIC TANK ABSORPTION FIELDS:

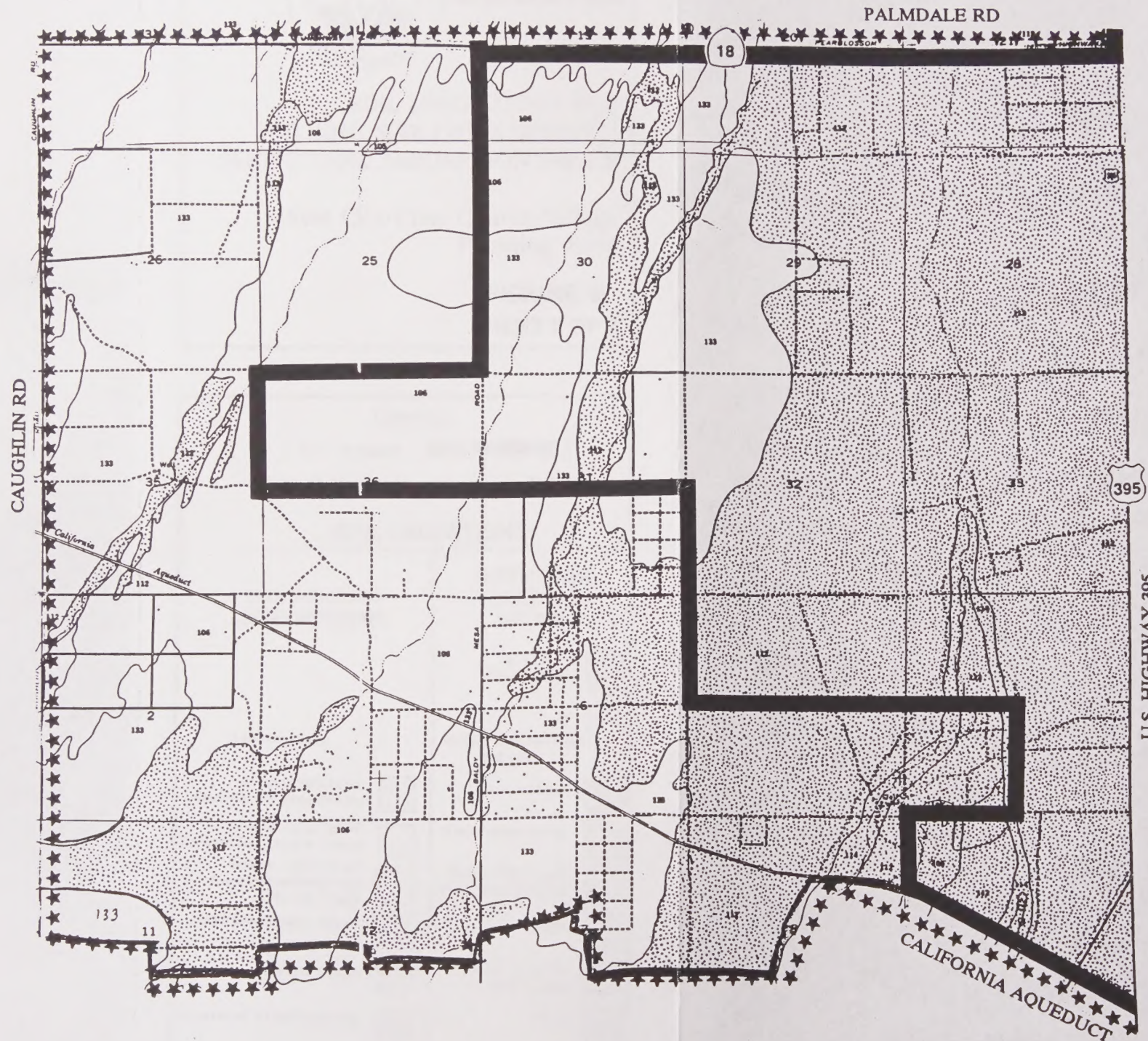
SLIGHT LIMITATIONS:

SEVERE LIMITATIONS DUE TO:

- Poor Filter
- Slow Percolation
- Poor Filter and Slow Percolation
- Slope
- Depth to Rock and Slope
- Pits
- Rock Outcrop
- Cemented Pan
- Flooding



PLANNING AREAS INDEX MAP



SOURCE: UNITED STATES DEPARTMENT OF AGRICULTURE SOIL CONSERVATION SERVICE
"Soil Survey of San Bernardino County California" - 1986



Victorville
General Plan

SOIL LIMITATIONS FOR BUILDING SITE DEVELOPMENT/ SEPTIC TANK ABSORPTION FIELDS

Baldy Mesa Planning Area

FIGURE 8
SHEET 4 OF 7

Legend

CITY BOUNDARY

SPHERE OF INFLUENCE

SOIL LIMITATIONS:

BUILDING SITE DEVELOPEMENT:

LIMITATIONS:

- Slight-Moderate Cave-in of Excavation
- Severe Cave-in of Excavation/Severe Flood
- Severe Cave-in of Excavation/Moderate Shrink Swell
- Moderate-Severe Slope
- Severe Slope
- Excavated Pits/Quarries
- Rock Outcrop
- Severe Cemented Pan
- Severe Flooding

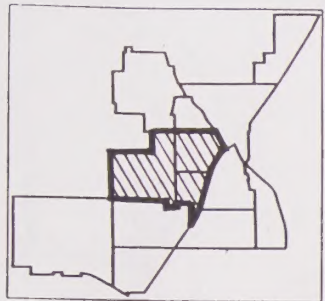
SEPTIC TANK ABSORPTION FIELDS:

SLIGHT LIMITATIONS:

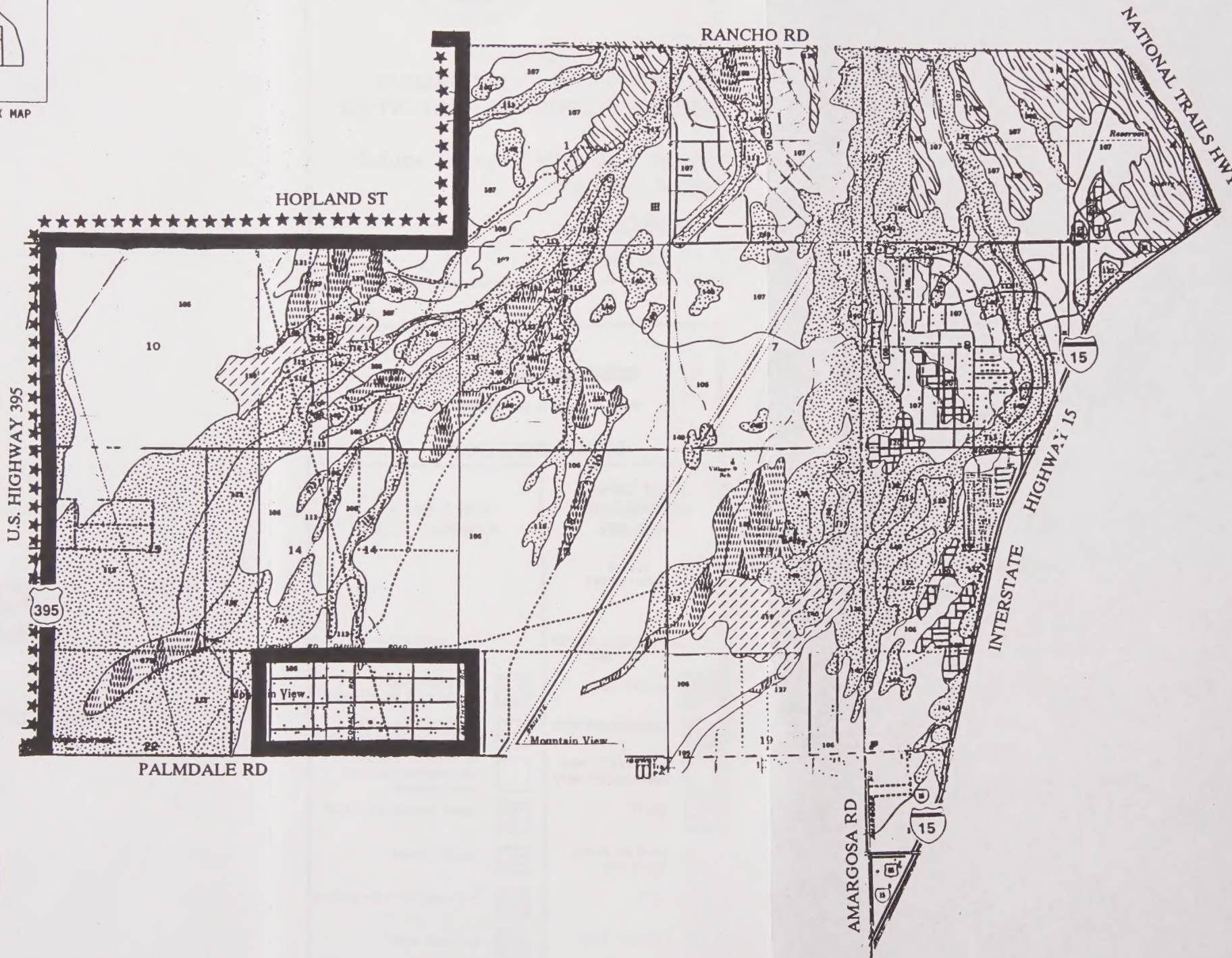


SEVERE LIMITATIONS DUE TO:

- Poor Filter
- Slow Percolation
- Poor Filter and Slow Percolation
- Slope
- Depth to Rock and Slope
- Pits
- Rock Outcrop
- Cemented Pan
- Flooding



PLANNING AREAS INDEX MAP



SOURCE: UNITED STATES DEPARTMENT OF AGRICULTURE SOIL CONSERVATION SERVICE
"Soil Survey of San Bernardino County California" - 1986



Victorville General Plan

SOIL LIMITATIONS FOR BUILDING SITE DEVELOPMENT/ SEPTIC TANK ABSORPTION FIELDS

West City/Civic Center/Village
Planning Areas

FIGURE 8
SHEET 5 OF 7

Legend

CITY BOUNDARY

SPHERE OF INFLUENCE

SOIL LIMITATIONS:

BUILDING SITE DEVELOPEMENT:

SEPTIC TANK ABSORPTION FIELDS:

LIMITATIONS:

Slight-Moderate
Cave-in of Excavation

Severe Cave-in of
Excavation/Severe Flood

Severe Cave-in of
Excavation/Moderate
Shrink Swell

Moderate-Severe Slope

Severe Slope

Excavated Pits/Quarries

Rock Outcrop

Severe Cemented Pan

Severe Flooding

SEVERE LIMITATIONS DUE TO:

Poor Filter

Slow Percolation

Poor Filter and
Slow Percolation

Slope

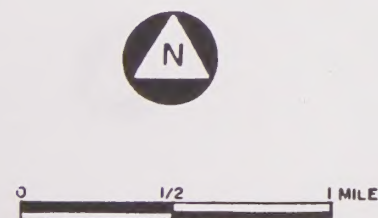
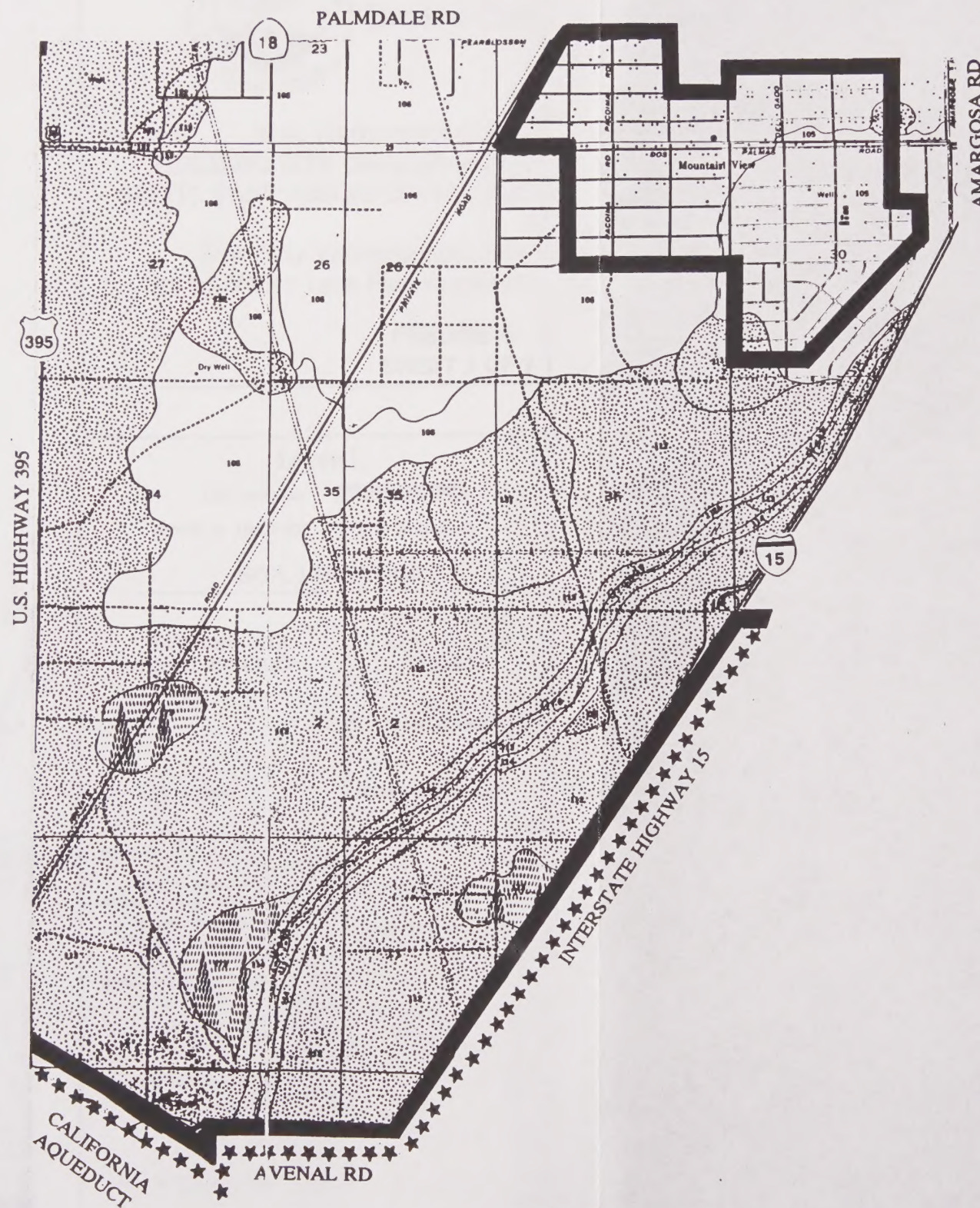
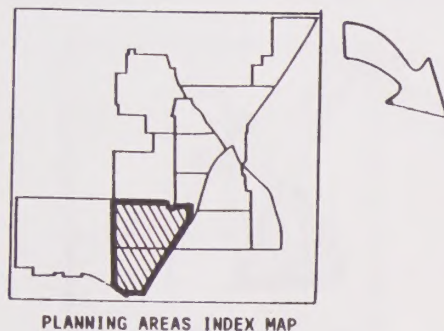
Depth to Rock
and Slope

Pits

Rock Outcrop

Cemented Pan

Flooding



SOURCE: UNITED STATES DEPARTMENT OF AGRICULTURE SOIL CONSERVATION SERVICE
"Soil Survey of San Bernardino County California" - 1986



Victorville General Plan

SOIL LIMITATIONS FOR BUILDING SITE DEVELOPMENT/ SEPTIC TANK ABSORPTION FIELDS

Golden Triangle/ West Bear Valley
Planning Areas

FIGURE 8
SHEET 6 OF 7

Legend

CITY BOUNDARY

SPHERE OF INFLUENCE

SOIL LIMITATIONS:

BUILDING SITE DEVELOPEMENT:

LIMITATIONS:

- Slight-Moderate Cave-in of Excavation
- Severe Cave-in of Excavation/Severe Flood
- Severe Cave-in of Excavation/Moderate Shrink Swell
- Moderate-Severe Slope
- Severe Slope
- Excavated Pits/Quarries
- Rock Outcrop
- Severe Cemented Pan
- Severe Flooding

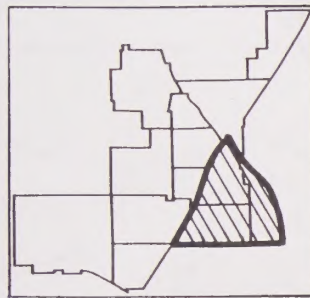
SEPTIC TANK ABSORPTION FIELDS:

SLIGHT LIMITATIONS:

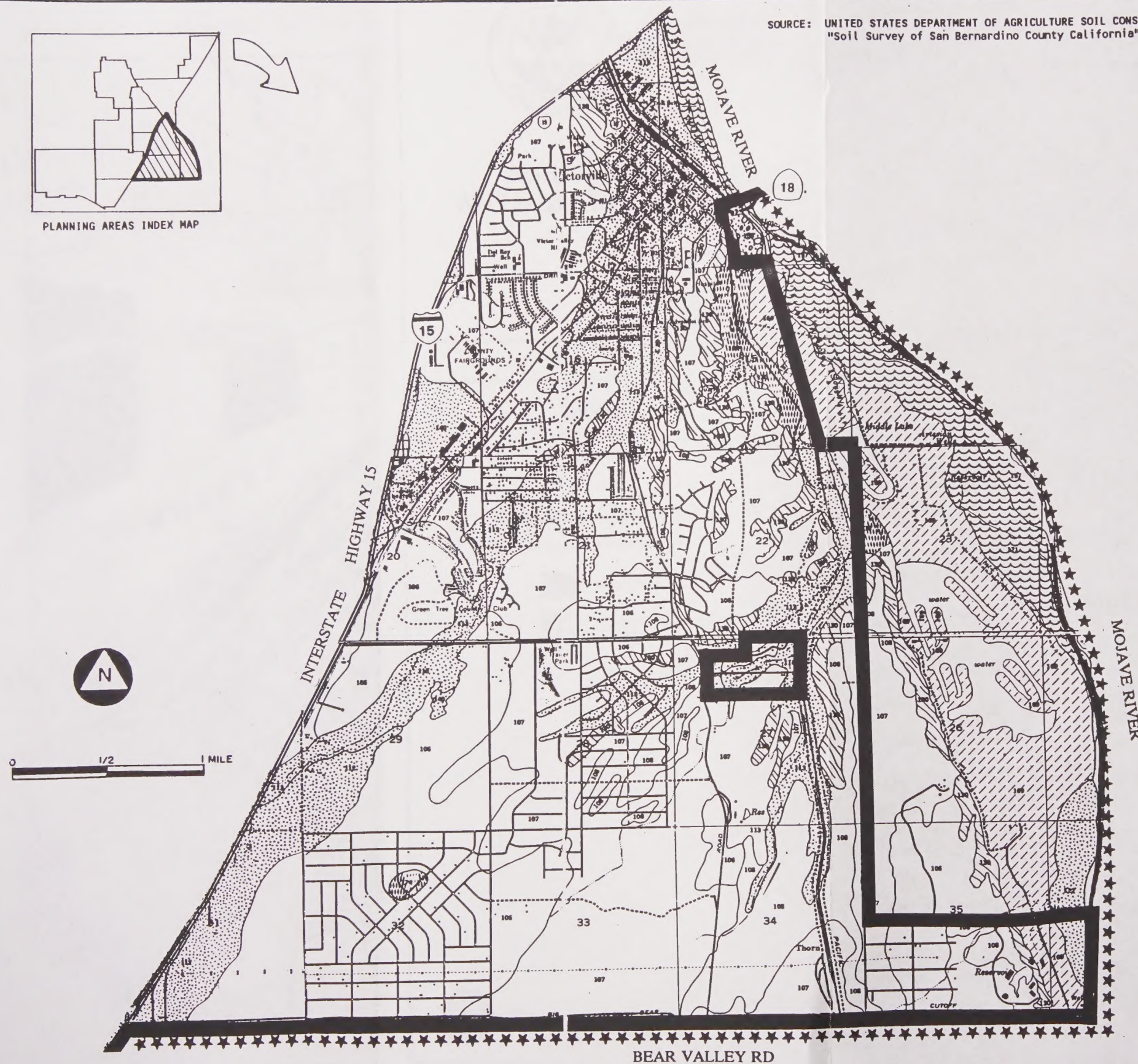
SEVERE LIMITATIONS DUE TO:

- Poor Filter
- Slow Percolation
- Poor Filter and Slow Percolation
- Slope
- Depth to Rock and Slope
- Pits
- Rock Outcrop
- Cemented Pan
- Flooding

SOURCE: UNITED STATES DEPARTMENT OF AGRICULTURE SOIL CONSERVATION SERVICE
 "Soil Survey of San Bernardino County California" - 1986



PLANNING AREAS INDEX MAP



Victorville General Plan

SOIL LIMITATIONS FOR BUILDING SITE DEVELOPMENT/ SEPTIC TANK ABSORPTION FIELDS

East Bear Valley/Central City/
Spring Valley Lake Planning Areas

FIGURE 8
SHEET 7 OF 7

Legend

CITY BOUNDARY

SPHERE OF INFLUENCE

SOIL LIMITATIONS:

BUILDING SITE DEVELOPEMENT:

LIMITATIONS:

Slight-Moderate
Cave-in of Excavation

Severe Cave-in of
Excavation/Severe Flood

Severe Cave-in of
Excavation/Moderate
Shrink Swell

Moderate-Severe Slope

Severe Slope

Excavated Pits/Quarries

Rock Outcrop

Severe Cemented Pan

Severe Flooding

SEPTIC TANK ABSORPTION FIELDS:

SLIGHT
LIMITATIONS:

SEVERE LIMITATIONS
DUE TO:

Poor Filter

Slow Percolation

Poor Filter and
Slow Percolation

Slope

Depth to Rock
and Slope

Pits

Rock Outcrop

Cemented Pan

Flooding



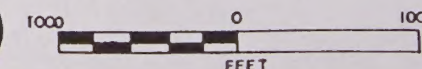
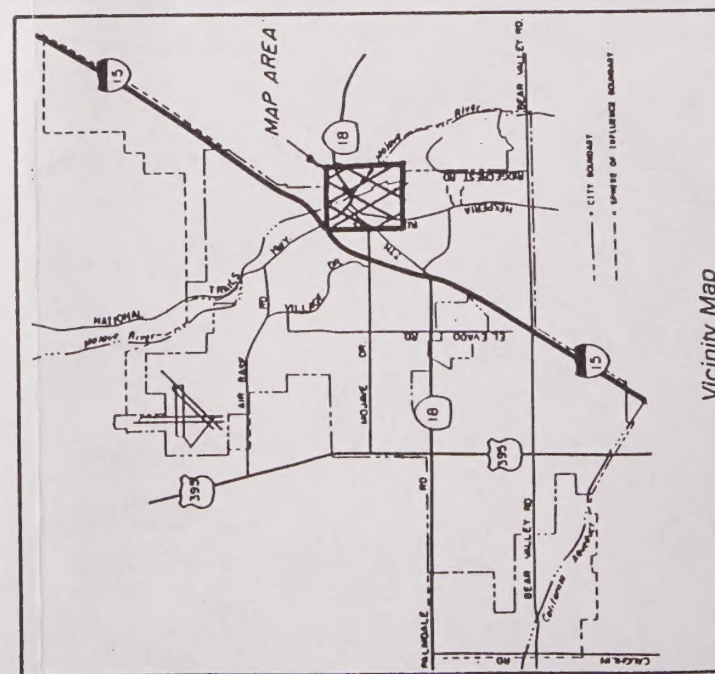
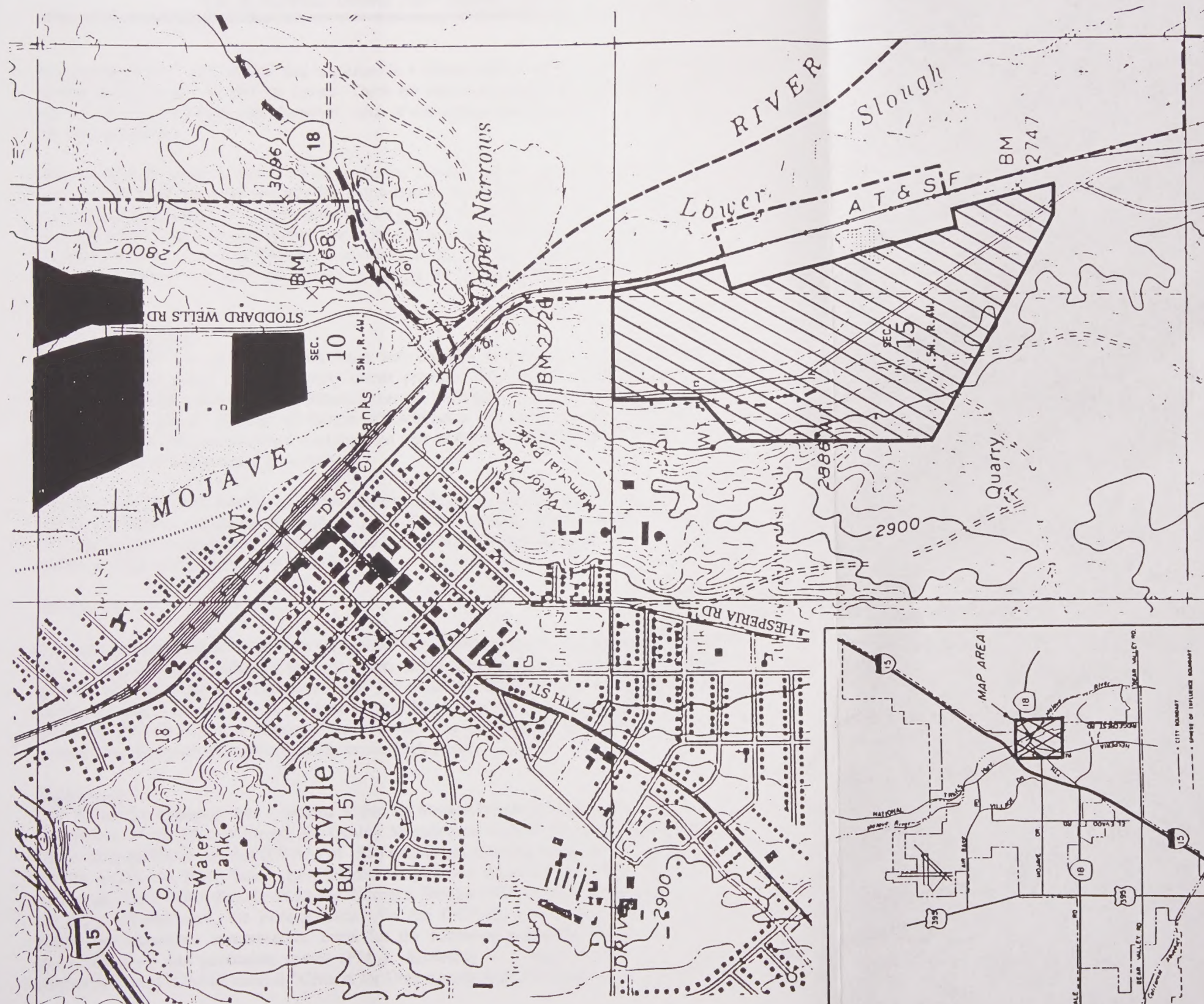
Victorville General Plan

AGRICULTURAL AND WILLIAMSON ACT LANDS

FIGURE 9

Legend

- = City Boundary
- - - = Sphere Boundary
- = Agricultural Lands
- ▨ = Williamson ACT Lands



approximately fifty acres in area and is planted in a mixed crop of alfalfa, barley and oats. The crop is sold primarily as feed for horses. There are additional properties zoned for agricultural use within the general plan area; however, none of these properties produce agricultural products for commercial sale.

According to the Natural Resources Conservation Service, alfalfa requires approximately four acre feet of water per acre annually for cultivation in the Victorville area. This refers to net water consumption required to sustain the plant's growth. Gross water use varies depending upon the efficiency of the irrigation system. Sprinkler type systems typically use six to seven acre feet of water per acre. Therefore, fifty acres of alfalfa would consume approximately three hundred acre feet of water per year, or enough to supply the domestic water need of six hundred households.

Williamson Act Land

The Williamson Act of 1965 allows cities and counties to preserve agricultural lands by providing a "tax break" to the property owner provided the land is used for agriculture, or recreation, or open space or any combination thereof. Such preserves must consist of at least one hundred acres unless findings of unique characteristics are made by the city or county. Williamson Act contracts require a minimum ten year initial term with automatic annual renewal unless a notice of non-renewal is submitted.

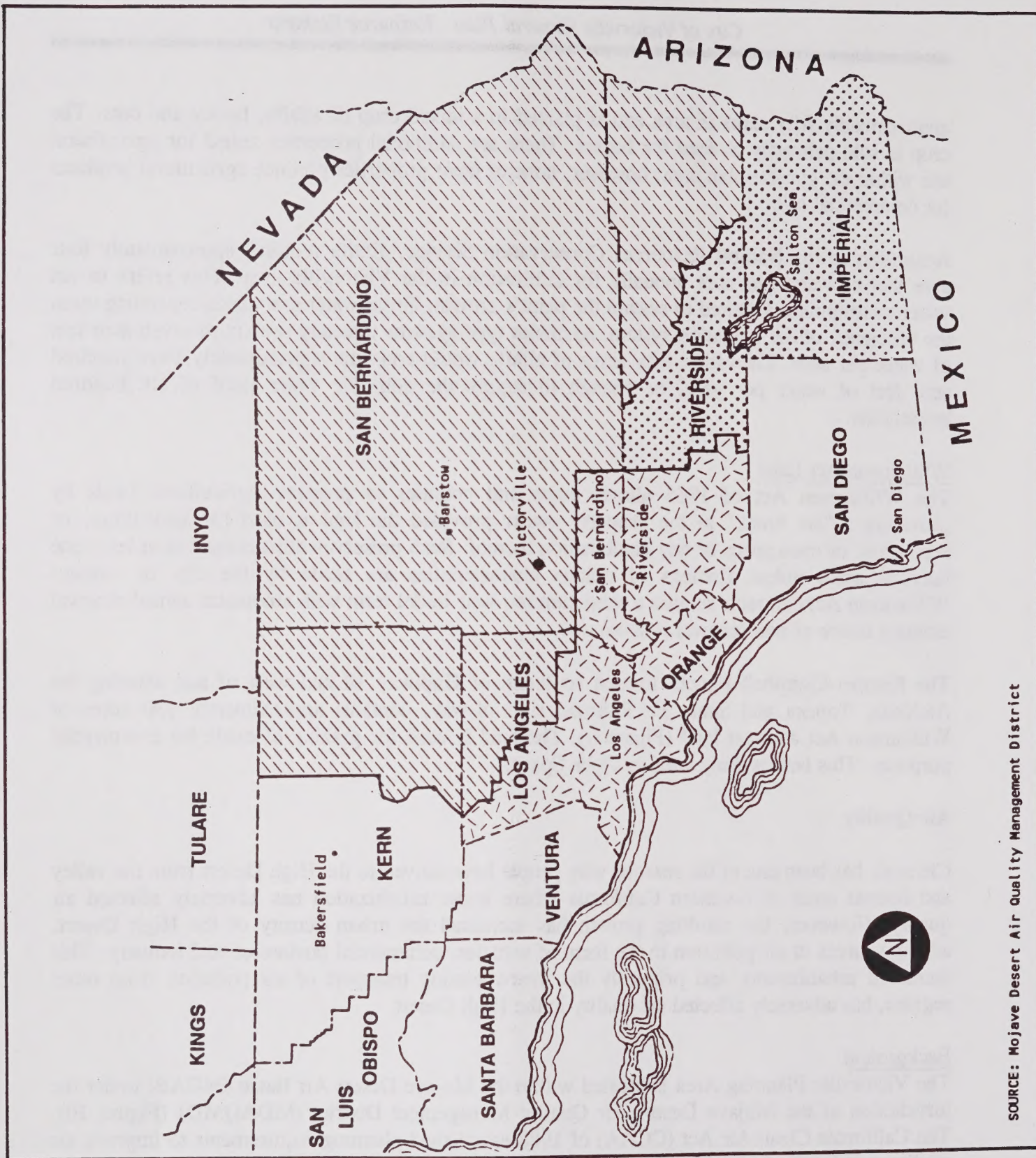
The Kemper-Campbell Ranch, located southeast of Highway 18 and west of and abutting the Atchison, Topeka and Santa Fe Railroad right-of-way, contains approximately 130 acres of Williamson Act contract land (Figure 9). The land is used for grazing of cattle for commercial purposes. This land is designated as Open Space.

Air Quality

Clean air has been one of the reasons why people have moved to the High Desert from the valley and coastal areas of Southern California where dense urbanization has adversely affected air quality. However, the resulting growth has increased the urban density of the High Desert, adding sources of air pollution in the form of vehicles, commercial businesses and industry. This increased urbanization, and primarily the overwhelming transport of air pollution from other regions, has adversely affected air quality in the High Desert.

Background

The Victorville Planning Area is located within the Mojave Desert Air Basin (MDAB) under the jurisdiction of the Mojave Desert Air Quality Management District (MDAQMD) (Figure 10). The California Clean Air Act (CCAA) of 1988 established planning requirements to improve air quality within the State, based upon defined air pollutant standards for: Ozone (O₃), carbon monoxide (CO), sulfur dioxide (SO₂) and Nitrogen Dioxide (NO₂) to improve air quality within the State. Furthermore, the Federal Clean Air Act (FCAA), adopted in 1990, defined and established maximum concentration levels for the following pollutants: Ozone (O₃), carbon monoxide (CO) and particulate matter (PM₁₀). According to a report by the California Air Resources Board (CARB) entitled "Criteria for Determining Area Designations", the MDAQMD



SOURCE: Mojave Desert Air Quality Management District

Mojave Desert Air Basin

LEGEND

- = County Boundary
-  = Mojave Desert Air Basin
-  = Salton Sea Air Basin
-  = South Coast Air Basin

Victorville
General Plan



FIGURE 10

is designated as "non-attainment for Ozone (O₃) and particulate matter (PM₁₀) with regard to the CCAA and FCAA.

Ozone/Particulate Matter

Ozone is a pungent, colorless, highly reactive gas formed when oxides of nitrogen combine with gases such as hydrocarbons in the presence of sunlight. Both components of ozone are by-products of the internal combustion engine and are most commonly emitted by mobile sources such as cars, trucks and buses. Particulate matter refers to small solid and/or liquid particles such as dust, sand, pollen, smoke and aerosols which are 10 microns or smaller in size. The presence of particulate matter is primarily attributed to dust blown by the strong High Desert winds.

Health Affects

Both ozone and particulate matter can adversely affect the human respiratory system. Ozone irritates the lungs, throat, and sinuses which may cause coughing, tightness of the chest, headache, fatigue and scarring of the lung tissue ultimately reducing lung capacity. Particulate matter can lodge deep in the lung tissue which may increase the risk of asthmatic attack, respiratory illness and/or worsen symptoms of bronchitis. Individuals most susceptible to the health affects of these air pollutants are the young, elderly and persons with existing health problems.

Attainment Plan

In accordance with The CCAA, the Air District prepared and adopted an "Air Quality Attainment Plan" (AQAP) which indicates how, at the earliest practicable time, attainment of the State's ozone ambient air quality standard will be achieved. The AQAP established a course of action which incorporated a review program for uses emitting twenty-five tons per year or more of ozone or particulate matter. In addition, provisions were made for reasonably available [pollution] control technology to be used on existing sources of air pollution. Finally, a prioritization list of indirect pollution source programs was created involving: Transportation control measures, dust control, energy conservation, and waste reduction. These indirect source reduction programs were to be primarily the responsibility of the MDAQMD.

Rate of Progress Plan

The 1990 FCAA established a classification structure for ozone non-attainment areas based on the severity of the problem as follows: Marginal, moderate, serious, severe, severe-17, and extreme. The MDAQMD is classified as severe-17 which required demonstration of Reasonable Further Progress (RFP) leading to attainment of ozone national ambient air quality standards (NAAQS). One of the two provisions for demonstrating RFP is to develop a control strategy plan to reduce volatile organic compounds, which are a necessary component in the production of ozone, by fifteen percent (15%) from 1990 levels no later than November 15, 1996. This plan is referred to as the Rate of Progress Plan. The second provision requires a plan which reduced VOC by three percent (3%) per year. This plan is referred to as the Post-1996 Attainment Demonstration and Reasonable Further Progress Plan (ADP).

The MDAQMD indicates that the severe-17 classification is based on a monitored ozone violation in Banning California, and that if the District could delete all VOC sources under its purview, a reduction in the Banning ozone level would not occur. Banning is located in an area

isolated geographically and atmospherically from the MDAQMD and evidence supports the assertion that the ozone violation was the result of transport. The District concludes that pollution sources under its regulatory purview do not contribute and are incapable of supporting a violation of ozone NAAQS.

Federal PM₁₀ Attainment Plan

The United States Environmental Protection Agency (USEPA) redesignated a portion of the Mojave Desert as non-attainment for particulate matter in 1994 in accordance with FCAA statutory requirements for compliance with NAAQS. The region was classified as moderate including: The Victor Valley, Morongo basin, Barstow, Lucerne Valley, and is referred to as the Mojave Desert Planning Area (MDPA). The FCAA requires development of a control strategy plan which provides for the adoption and implementation of reasonably available control measures and must show reasonable further progress and attainment with the NAAQS for PM₁₀ by December 31, 2000. Rule 403.2, adopted July 22, 1996, complies with the requirement for a control strategy plan.

The air quality in the MDAQMD is affected by local and regional wind blown dust during moderate to high wind events resulting in violations of the NAAQS. Local dust sources are controlled with a strategy that focuses on unpaved road travel, construction, local disturbed areas and specific stationary sources in Lucerne Valley. The Plan does not attempt to control dust from regional wind events. According to the MDAQMD, the City of Victorville exceeded the State air quality standards for ozone and PM₁₀ 63 days and 16 days respectively in 1994.

Transported Air Pollutants

The MDAB is considered a receptor of pollutants via "transport" from the South Coast Air Basin (SCAB), and the San Joaquin Valley Air Basin (SJVAB) according to a 1989 report published by CARB. In another 1989 report published by CARB, ["Identification of Districts Affected by Transported Air Pollutants Which Contribute to Violations of the State Ambient Air Quality Standard for Ozone"] MDAB is shown as a receptor of pollutants from the SJVAB and SCAB that contribute to the MDAB ozone emissions. The report concludes that while the transport had an "overwhelming" affect on the MDAB on some days, the affect was "inconsequential" on others. The CARB has conceded that additional studies quantifying data may be warranted with regard to transport and has formed a "Mojave Desert Air Pollution" Transport Committee (MDAPTC) for the purpose of furthering this goal. The following studies are in progress and are being monitored by the MDAPTC in order to further characterize the occurrence of transport in the MDAB:

- Project Mojave, which includes an investigation of long range transport from urban to pristine areas of the Colorado to determine impacts on visibility.
- The Barstow "Tracer of Opportunity" Study. Members of the MDAPTC concurred that halocarbon measurements could prove useful in identifying transport from the San Joaquin Valley and the SCAQMD, and accordingly agreed to sponsor a halocarbon "tracer of opportunity" study in Barstow to better characterize the occurrence of transport on a typical exceedance day.

- Mobile source traffic counts on MDAB interstates. These counts are being currently conducted by the California Department of Agriculture.
- The 1992 Radar Wind Profiler Data Analysis (ARB RFP 94-2). CARB has chosen a vendor for the project; the final report is scheduled for release in 1996.
- The "1995 Mojave Desert Study Plan" developed by CARB. Plan objectives include additional data collection in the Mojave Desert, in an effort to further classify high ozone days at Barstow as local, shared or overwhelming and to assess the relative contribution of pollutants transported from other air basins, if possible.

SOLID WASTE MANAGEMENT

Introduction

The 1988 General Plan included a solid waste management element developed to facilitate State approval for the establishment of a City-owned landfill. Since it is no longer an objective of the City to establish a landfill site, the 1988 Solid Waste Management Element is no longer relevant to the City's General Plan. Therefore the City has established new objectives for waste management consistent with State law. Assembly Bill 939 was adopted in 1989 in response to California's diminishing landfill capacity and the potential adverse environmental impacts of landfilling. The Bill required establishment of a local plan to reduce solid waste generation and disposal by twenty five percent by 1995, and by fifty percent by the year 2000.

Existing Setting

Non-hazardous solid and liquid waste generated in the planning area is currently deposited in the Victorville landfill. This site is located in the Sphere of Influence of the North Mojave and Quartzite Planning Areas and is a San Bernardino County operated facility. The existing eighty acre site, as well as the potential one hundred sixty acre expansion area northeast of and abutting the existing site is designated Heavy Industrial on the Land Use Map. The existing facility is currently permitted to accept 237,600 tons of solid waste annually. The facility has an estimated remaining life of two years (1998). However, since the city has implemented a curbside recycling program in July 1995, the existing estimated remaining site life of two years may be extended.

The revised final draft of the county-wide Integrated Waste Management Plan (November 13, 1995) indicates that the Victorville landfill is planned to be expanded. The acreage of the expansion site is one hundred sixty, of which eighty acres will be utilized for disposal. The planned capacity for this expansion area is 300,000 tons a year. The total waste volume is six million tons which accounts for an anticipated site life of twenty years.

As noted above the City has instituted a curbside recycling program in conjunction with the development of a materials recovery facility (MRF) built in 1995. The City now processes non-hazardous solid waste at the MRF in an effort to reduce the amount of solid waste disposal.

Materials Recovery Facility

Burrtec Waste Industries, Inc., developed the Materials Recovery Facility (MRF), through a construction and operation agreement with the Mojave Desert and Mountain Solid Waste Joint Powers Authority, to serve the City of Victorville and the Town of Apple Valley. The facility is located in the City limits of Victorville on a 13+ acre site within the Southdown Industrial Park Specific Plan. The first phase of the project consists of a 38,160 square foot processing facility designed to accommodate an average of one hundred tons per day of residential and mixed commercial recyclables based upon one shift. The facility contains two sorting lines and a baler. Ultimately, one sorting line will be dedicated to commercial recyclables while the other will handle a combination of residential and commercial materials. The second phase of the development will add the capability for mixed municipal solid waste with expansion to 60,000 square feet including a rail yard and spur for rail haul capabilities. Finally, the third phase will consist of an outdoor grinding operation for yard and wood waste.

The facility is not currently receiving and processing commercial wastes; however, the City is developing a fee rate schedule for future diversion of recyclable commercial materials to the MRF. According to the City's Solid Waste Manager, commercial waste, while varying from year to year, typically comprises approximately fifty to sixty percent of the City's waste stream. In addition, the facility accepts recyclable items from the general public as part of a community buy-back service.

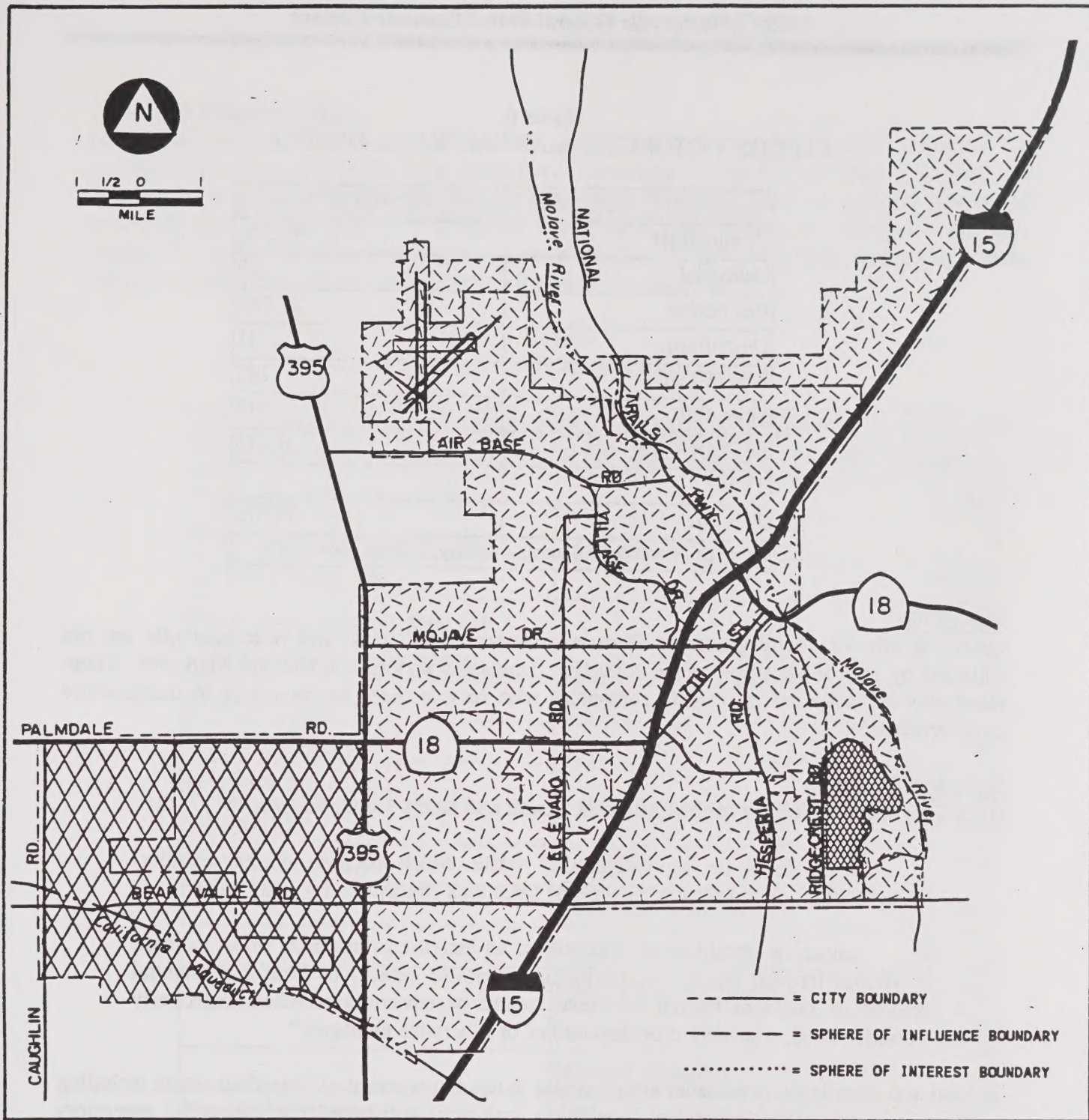
Collection System

The General Plan area is served by three refuse collection companies: Victorville Disposal Company, Advance Disposal Company, and Wrightwood Disposal Company (Figure 11). Victorville Disposal Company is under a franchise agreement with the City of Victorville; however, Advance Disposal and Wrightwood Disposal are private refuse collectors, whose service areas were partially annexed into the City.

Identification of Solid Wastes

Non-Hazardous

Non-hazardous wastes include all decayable and non-decayable solids, semi-solids, and liquid wastes inclusive of garbage, trash, refuse, paper, rubbish and ashes; industrial wastes, demolition and construction wastes; discarded home and industrial appliances, manure, vegetable or animal solid and semi-solid wastes; excluding all hazardous wastes as defined within this section. According to the County Solid Waste Management District, the City of Victorville disposes 62,075 tons of waste annually (Table 6):



Disposal Service Areas

DISPOSAL SERVICE AREAS:

-  = ADVANCE DISPOSAL
-  = VICTORVILLE DISPOSAL
-  = WRIGHTWOOD DISPOSAL

FIGURE 11

Victorville General Plan



Table 6
CITY OF VICTORVILLE ANNUAL WASTE DISPOSAL

	Tons/Year
Commercial	30,588
Industrial	29
Residential	25,584
Demolition	31
Land Clear	145
Solid Fill	17
Septage	5,673
Tires	8
TOTAL	62,075
Based on projection of 6 month summary, January - June 1995	

Waste Oils

Lubricant oils, primarily generated from automotive related uses, and restaurant oils are not collected by any of the three refuse collection companies serving the General Plan area. These waste oils are collected by private companies who recycle them for re-use or to manufacture other products.

Hazardous Waste

Hazardous waste is defined in the California Health and Safety Code, Section 25117, as:

"...a waste or combination of waste which because of its quantity, concentration, or physical, chemical, or infectious characteristics, may either:

cause, or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible illness, or pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed."

Federal and State laws mandate an improvement in the management of hazardous waste including a reduction in the amount generated. In addition, jurisdictions, where hazardous waste generators operate, were required to adopt hazardous waste management plans. The City of Victorville adopted a plan in June 1991.

Hazardous Waste Facilities

To date, no hazardous waste facilities have been proposed or developed within the General Plan area. According to the San Bernardino County Hazardous Waste Management Section, the cost of handling and disposing hazardous wastes has prompted generators to reduce, recycle or substitute these materials with non-hazardous substances. Further, it is still economically feasible for hazardous waste generators to transport materials to facilities outside the County and even the State.

Household Hazardous Waste

Household hazardous wastes include batteries, paint, and florescent light bulbs, which are not commonly associated with the term hazardous. According to the County Fire Department - Hazardous Materials Division, the City of Victorville collected a total of 158,647 pounds of household hazardous wastes from a total of 2,340 participants during the 1994/95 fiscal year (Table 7). Approximately seventy-five percent (75%) of the household hazardous wastes collected in the incorporated City of Victorville were re-claimable.

Table 7
Household Hazardous Waste Collection Data

San Bernardino County Household Hazardous Waste Program Waste Collection Report (FY 94-95)		Victorville
Flammable Solid/Liquid (lbs.)		12,888
Bulked Flammable Liquids (lbs.)		0
Oil Based Paints (lbs.)		18,270
Poison (excluding aerosols) (lbs.)		5,017
Reactive and Explosive (lbs.)		0
Corrosive Acids (lbs.)		1,424
Corrosive Bases (lbs.)		786
Oxidizers (lbs.)		201
Aerosols (lbs.)		1,563
Reclaimables (lbs.)	Antifreeze	4,429
	Lead/Acid Batteries	9,023
	Latex Paint	21,275
	Motor Oil/Oil Products	80,793
	Oil Filters	2,160
	Mercury (metallic)	0
Household Batteries (lbs.)		818
Waste Exchanged Materials (lbs.)		
Grant Total (lbs.)		158,647
Misc. Containers (scrap metal lbs.)		
Participants		2,340

Future Disposal Options

Rail Cycle

Rail Cycle is a proposed waste collection, recycling, transportation and disposal project. The system would begin with the collection of refuse and recyclables from homes and businesses which would be transported to materials recovery facilities located along existing rail lines. Recyclable materials, including yard and green waste, would be processed and marketed for re-use. The remaining waste materials would then be transported by rail to a landfill (Bolo Station) to be located near Amboy, eighty miles east of Barstow. This landfill would be a Class III facility accepting only non-hazardous municipal solid waste with the capacity to handle up to 21,000 tons per day.

MRF Future Phases

The existing MRF was approved in three phases with phase two including the capability of accepting mixed municipal solid waste for baling and transporting to landfill facilities other than Victorville landfill in the event this facility closes. The third phase would include the capability of accepting and processing yard and wood waste to further reduce municipal waste disposal which in turn would reduce potential costs to the City and impacts to landfill facilities.

Conversion to Energy/Composting

Waste to energy refers to the conversion of solid waste to energy through processes such as combustion, including discarded tires, or ground wood chips or the collection of methane gas. Composting is the biological degradation of organic matter which yields a humus-like material with potential use as a soil conditioner or top dressing on landscape or gardens to reduce weeds and water evaporation. According to the Mojave Desert and Mountain Solid Waste Joint Powers Authority Administrator, conversion to energy, or "transformation" technology and composting are being monitored for potential future use.

OPEN SPACE PLAN

Approximately two-thirds of the General Plan area is undeveloped, vacant land. The overwhelming majority of this vacant land contains land use designations which allow for development. Therefore, only a small proportion of the General Plan area is designated as Open Space land.

Pursuant to Section 65560 of the Government Code, "open-space land is any parcel or area of land or water which is essentially unimproved and devoted to an open-space use as defined in this section..." Open space uses are defined as lands which may function to: preserve natural resources including plants, animals and their habitat; groundwater recharge area; recreational areas such as lakes, parks, golf courses and open space linkages; and open space for public health and safety such as flood plain and object free areas. Table 8 identifies the acreage of open space lands within the General Plan area.

Table 8
OPEN SPACE RESOURCES

Designation/Use	Area (in acres)
<u>Public/Institutional</u>	
City Parks	198
Mojave Narrows Co. Park	500
<u>Open Space</u>	1504
TOTAL	2,202

Water Courses and Lakes

Mojave River Corridor Plan

The Mojave River flows aboveground along the east boundary of the Victorville Planning Area creating a unique plant and animal habitat in the High Desert. The existence of water all year allows for the survival of plants and animals not commonly found in other portions of the Planning Area or High Desert. In an attempt to protect and manage this unique environmental resource and groundwater recharge area a "Mojave River Corridor Task Force", consisting of Victorville, Apple Valley, Hesperia and the County, was formed in 1989.

The following goals and tasks were identified:

- Goal 1 - To utilize the river corridor for a recreational trail and access.
- Goal 2 - To preserve significant, natural areas and the natural resources of the Mojave River corridor.

Tasks

1. Natural Resource Inventory
2. Development Plan
3. Task Force Agency Implementation
4. Management Plan

The Natural Resource Inventory has been completed, identifying biological, archaeological and paleontological resources. A draft Development Plan will be completed identifying trails, protection zones, access area features and signs as well as related development standards. The implementation task will ensure the protection, by the member jurisdictions, of lands identified as a part of the "Development Plan". The Management Plan will contain the regulatory information with regard to operation and maintenance of the Mojave River Corridor.

Lakes

The Planning Area encompasses the Mojave Narrows Regional Park and Spring Valley Lake residential development and the Victor Valley College. The regional park contains two lakes open to the public for a fee; the college contains one lake available to the public on weekends

holidays; and Spring Valley Lake residential development contains a 200 acre lake available to the residents of the development only.

Outdoor Recreational Areas

According to the City of Victorville Parks, Recreation and Community Services Department, the purpose of the Park and Recreation District is to provide an adequate number of safe, aesthetically pleasing park facilities to serve the recreational needs of the City's residents. The following is a summary of outdoor recreational areas in the City. For further discussion, see the Parks and Recreation Element.

Parks

The City has been divided into eleven Recreation Service Areas (RSA). The population of each RSA is calculated and standards applied in order to determine the need for recreational facilities. There are three types of parks within the City's system: Neighborhood parks, community parks, and city-wide parks. In addition to new parks and expansions, the Parks and Recreation Department obtains joint use agreements with schools to allow use of their open space areas by the public during non-school hours. The parks offer a variety of amenities ranging from ball fields, courts, pools and picnic areas to play equipment and passive recreation areas.

Golf Courses

There are three golf courses located within the Planning Area. The Greentree Golf Course is an 18-hole course comprised of 155 acres of turf and related facilities. The Southern California Logistics Airport has an existing 9-hole golf course which is comprised of 156 acres of turf and related facilities, with 172 acres remaining available for potential future expansion. The Spring Valley Lake development has an 18-hole golf course comprised of 90 acres of turf area; however, this course is only open to members of the Spring Valley Lake Country Club.

Recreational Linkages

Pedestrian paseos as provided within almost all specific plan communities offer another form of open space. The paseos link residential developments and parks including plans to link separate communities with each other. The Parks and Recreation Department has accepted and maintains approximately eight acres of developed paseo systems to date. These paseos are only a portion of the total requirement for two separate specific plans and do not reflect the requirements contained in five other specific plans where development has yet to occur.

According to Government Code Section 65560(3), utility easements may serve as linkages between recreation and open space areas. According to the Los Angeles Department of Water and Power, bicycle paths and/or pedestrian trails may be developed within their easements, but are subject to their review. Their concerns would be related to ensuring any improvements do not impede the Department's ability to maintain lines and structures. Since the easements cross roads carrying significant amounts of traffic, bicycle paths and/or pedestrian trail designs would have to include safe and convenient crossings.

Public Health And Safety

Flood Plain

The open space designation includes lands zoned flood plain for the purpose of protecting the public health, safety and general welfare in those portions of the Planning Area subject to periodic flooding. The location of flood plain zones was determined based upon an Army Corps of Engineers study and a subsequent San Bernardino County Flood Control District study of the Mojave River. Those lands contained within the channel of the river were given the zoning designation of FP-1, while lands within the natural flood way, subject to inundation by a one hundred year flood event, were designated FP-2.

In addition to protecting the public, Open Space designation of lands affected by periodic flooding assures that residents are eligible to participate in the National Flood Insurance Program (NFIP) through the Federal Emergency Management Agency (FEMA). ["To qualify for the sale of Federally-subsidized flood insurance regulations...designed to reduce or avoid future flood..." Section 59.2(B) NFIP].

The FEMA produces Flood Hazard Boundary (FHB) maps which indicate areas affected by one hundred (100) and five hundred (500) year flood events, as well as the elevations of these base floods. However, these elevations can physically change over time as occurred with the Mojave River channel. The capacity of the river channel has been reduced as a result of increased vegetation growth which slowed the flow of water and allowed increased deposition of silt. Over time the diminished capacity leads to inundation of areas at elevations previously unaffected. The Planning Area experienced flooding in January of 1993 damaging five homes along the Mojave River due to diminished carrying capacity of the river channel. The Army Corps of Engineers is conducting a study at present to determine where and how much vegetation to remove from the river channel in order to increase its carrying capacity without creating significant adverse impacts to the existing riparian habitat.

The FHB maps have been updated for the majority of the incorporated City of Victorville as of March 1996, but still do not show several regionally significant drainage facilities which may eliminate the one hundred year flood designation in portions of the City.

Object Free Areas

These areas are located on and around the runways, taxiways, and taxilanes of the Southern California Logistics Airport for the purpose of protecting both air and ground activities established consistent with State and Federal aviation laws. Object Free Areas create open space where the potential for aircraft accidents is highest, thereby reducing the exposure of people and structures to such risks. For further discussion, see the Safety Element.

BIOLOGICAL RESOURCES

Floral Resources

The General Plan area contains the following plant communities: Mojave creosote bush scrub, desert saltbush scrub, rabbit bush scrub, Mohavean juniper woodland and scrub, ruderal

(disturbed) communities, Joshua tree woodland, and riparian communities associated with the Mojave River and its flood plain, which includes transmontane alkali and freshwater marsh, Mojave riparian forest, and southern willow scrub. The noted riparian communities are classified as "communities of highest inventory priority" by the California Department of Fish and Game. Joshua trees are protected by the "California Desert Plant Protection Act", which requires a tag through the Department of Food and Agriculture if five or more trees are to be removed. In addition, Joshua trees are protected by Chapter 1333 of the Victorville Municipal Code, which prohibits the destruction or removal of Joshua trees without written consent from the Director of Parks and Recreation.

Faunal Resources

The General Plan area contains only nine species considered threatened or endangered as listed by either or both the California Department of Fish and Game (CDF&G) and the United States Fish and Wildlife Service (USF&WS) (Table 9). One of these nine species, the Mojave Tui Chub, has been extirpated from its natural habitat of the Mojave River and is now found only in man-made refugia located outside of the City. Another of these species, the Mohave ground squirrel has been considered de-listed by the California Department of Fish and Game, although the decision to de-list is in litigation. Six of the species, all of them birds, are found within the riparian habitat of the Mojave River, which will be protected and managed through implementation of the Mojave River Corridor Plan (see Water Courses and Lakes).

Table 9
THREATENED/ENDANGERED SPECIES

Sensitive Fish	Status Designation	Associated Habitat
Mohave Tui chub	State: E Federal: E	Once found in the Mojave River in Victorville, now only found in man-made refugia.
Sensitive Reptiles	Status Designation	Associated Habitat
Desert Tortoise	State: T Federal: T	Creosote bush scrub, saltbush scrub, and Joshua tree woodland.
Sensitive Birds	Status Designation	Associated Habitat
Bald Eagle	State: E Federal: E	Large open bodies of water. Observed at Mojave Narrows Regional Park and Jess Ranch.
Swainson's Hawk	State: T Federal: None	Observed in migration.
Peregrine Falcon	State: E Federal: E	Migrant observed in riparian thickets.
Western Yellow-Billed Cuckoo	State: E Federal: None	Willow thickets and Mojave riparian forests. Observed one time at Mojave Narrows Regional Park.
Willow Flycatcher	State: E Federal: None	Dense willow thickets. Observed along Mojave River.
Least Bell's Vireo	State: E Federal: E	Riparian woodland that has thick undergrowth of willows and mulefat. Observed at two places on the Mojave River.
Sensitive Mammals	Status Designation	Associated Habitat
Mohave Ground Squirrel	State: T Federal: C2	Open desert, salt-bush and creosote bush scrub. Four reports from north and west Victorville.
STATUS DESIGNATIONS Federal Designations: E = Federally listed, Endangered. T = Federally listed, Threatened. C2 = Category 2 candidate species. Threat and/or distribution data None = Not designated. are insufficient to support federal listing. State Designations: E = State listed, Endangered T = State listed, Threatened (previously listed as rare).		
Source: Final Program EIR for Victor Valley Redevelopment Project, "Technical Appendices."		

The ninth species, the Desert Tortoise, is classified as a threatened species; therefore, the City requires that a survey be conducted by a qualified biologist to determine whether habitat exists prior to issuance of permits for grading of undisturbed sites. In an effort to reduce the number of biological "tortoise" surveys required, City staff researched 370 completed biological surveys, plotted their locations and indicated the results on a City map. All developed and/or graded properties were also identified. A "no survey" area was proposed for a portion of the incorporated City based upon the following: biological survey data indicated no presence of tortoise or its habitat; the area is primarily developed and/or graded; ungraded properties are relatively small, fragmented and heavily influenced by surrounding development; the existence of barriers to tortoise migration including paved roads carrying considerable amounts of traffic, and fencing along Interstate 15. The City obtained concurrence from the USF&WS waiving the requirement for biological surveys in a portion of the incorporated City based on the above

information. The Planning Department maintains a map showing the portions of the City where the requirement for tortoise studies have been waived.

West Mojave Coordinated Management Plan

The West Mojave Coordinated Management Plan is intended to provide a balance between development and conservation of habitat. The Plan initiated by the Bureau of Land Management in 1992 would conserve habitat for a yet to be determined number of special status plant and animal species, and aid in the survival and recovery of listed species such as the Desert Tortoise. The Plan covers over nine million acres of Federal, State and private lands within Kern, Los Angeles and San Bernardino Counties including 11 incorporated communities.

The goal of the Plan is to streamline the development permitting process and make costs and processing time predictable. The Plan would allow for payment of a mitigation fee as compensation for loss of listed species habitat resulting from development. The fee would be used for the purchase and management of replacement habitat in Core Reserve areas.

The City of Victorville has been participating in the preparation of the Plan, which if ultimately adopted, the City would be issued a 10(a) Permit from the United States Fish and Wildlife Service and a 2081 authorization from the California Department of Fish and Game. The City would then collect a mitigation fee from developers of projects to pay for implementation of the Plan. To date a final draft has not been produced and, therefore, the West Mojave Coordinated Management Plan has not yet been considered for adoption by the City of Victorville.

CULTURAL/HISTORICAL RESOURCES

Paleontological/Archaeological

The existence of rich paleontological and archaeological resources in the planning area present some challenges for future development. The California Environmental Quality Act states, "a project will normally have a significant effect if it will disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study."

According to the Department of Community and Cultural Resources and the Archaeological Information Center at the San Bernardino County Museum, recorded paleontological and archaeological resource recovery sites are widespread throughout the General Plan area. Therefore, excavation/grading beyond minor cut and fill associated with finished grading requires evaluation to determine the potential for these non-renewable resources.

Paleontological Resources

In 1985, the City of Victorville retained a paleontologist to conduct a City-wide geologic survey to determine the location of the fossil bearing lake bed strata that was known to exist within the City. The survey identified nine ancient lake bed deposits estimated to date back to the Pleistocene Epoch (10,000 to 900,000 years ago). These lake beds contain numerous mammalian fossils, including teeth, limb fragments, phalanges and metacarpal from horses, camels and other

large animals. As a result of requiring monitoring during earth disturbance activities, several resources have been identified and recovered. The most recent significant find was a mammoth discovered in June of 1993.

The fossil bearing rock layers are essentially level due to their formation from an ancient lake bed. All of the General Plan area, excepting those areas above the 2,985 foot contour or below the 2,727 foot contour, is located upon fossil bearing strata. The entire General Plan area is considered to be sensitive regarding paleontological resources due to the existence of recovery sites throughout. The Department of Community and Cultural Resources will not identify the location of recovery sites in order to protect them from damage or loss of resources.

Archaeological Resources

The first Native American group to historically occupy the Mojave Desert was the Shoshoneans. This group was comprised of a broad band of people who spoke similar languages. These bands moved west from the Great Basin, a vast inland region of the Western United States, into the Mojave Desert. It is believed that these bands were well established 1200 to 1500 years ago and possibly as early as 3000 years ago.

One of these bands of people, the Serrano, occupied an area from the southern fringe of the San Bernardino mountains, east to 29 Palms and north into the Mojave Desert. The Serrano practiced a hunting- and gathering-based subsistence focusing on the collection of seasonally available food sources. Settlements in the Victorville Planning Area centered on the Mojave River drainage with longer, more permanent habitation occurring on the first and second terraces of the river flood plain. These settlements subsisted on the fruit of Joshua trees, mesquite beans, tule bulbs, and small game such as rabbit and lizard. The more permanent settlements included formal tools of a non-portable nature such as ground stone tools. Rock art and shelters were also associated with these sites.

There are numerous archaeological sites within the planning area including the evidence of Native American villages, rockshelters, food processing sites, rock art (possibly religious) sites, and tool production sites. Sites within the General Plan area exist as surface sites that are clearly visible and subject to casual disturbance and as buried sites that can only be discovered by excavation. The entire General Plan area is considered to be sensitive regarding archaeological resources due to the existence of recovery sites throughout. Therefore, excavation/grading beyond minor cut and fill associated with finished grading requires evaluation to determine the potential for archaeological resources. These archaeological recovery sites are not identified in order to protect them from damage or loss of resources.

Historic Resources

The introduction of the Spanish mission system in the mid to late 1700's gradually eroded the Serrano's way of life. Villages were abandoned, hunting and gathering were disrupted by agricultural practices and Indian populations were significantly reduced by European diseases.

In the late 1700's the Spanish explored the Western Mojave Desert in search of an overland route from the Colorado River to Monterey which was never achieved. By the early 1800's American

trappers and explorers, such as Jedediah Smith (1826), followed the Mojave trail across the Mojave desert, through the Cajon Pass into the San Bernardino Valley. A second trail was formed by Jedediah Smith which was later used, in part, by Spanish traders (1829) forming the "Spanish Trail". In the mid 1800's Mormons moved across the Mojave Desert in search of areas suitable for settling. They followed a portion of the Spanish Trail but departed creating the "Mormon Trail". These trails and the Cajon Pass became major corridors for commerce and immigration with the discovery of gold and the admission of California for statehood.

Mining became an important part of the local economy with the discovery of gold as well as silver, copper, marble, limestone, and borax in the 1860's. Settlement within the area resulted from transportation and local mining activities. Victorville, known as the Town of Victor, was a railroad station named in 1885 after California Southern Railroad (Santa Fe Railroad) construction superintendent Jacob Nash Victor. On January 18, 1886, the plan of the Town of Victor was prepared which created the grid pattern of the original town. The name was changed to Victorville in 1901 by the United States Post Office to avoid confusion with Victor, Colorado.

Agricultural development occurred as a result of available water and rich river bottom lands. Other economic activities included cattle ranching which served to maintain the residents of small mining camps and settlements. However, the discovery of large deposits of limestone and granite gave rise to cement manufacturing, which emerged as the single most important industry in the Victor Valley.

In 1926 U.S. Route 66 was designated utilizing the existing National Old Trails Highway system, which was to create a "ribbon of pavement" from Chicago, Illinois to California. The route originally went through Hesperia, but was realigned in 1924 to create a more efficient and safe route to Victorville. A portion of this famous highway provided a major transportation corridor through Victorville in which Seventh Street and "D" street were a part.

In July of 1941 the Army Corps of Engineers began construction of the Victorville Army Flight Training School. On January 30, 1942, upon completion of structures and runways, the Victorville Army Air Field formally opened with a contingent of 10,000 men. Following World War II, activity at the Air Field declined until its reactivation in 1950 in response to the Korean Conflict. The Facility was renamed George Air Force Base in honor of Brigadier General Harold H. George. Pursuant to the Base Closure and Realignment Act, the base was deactivated December 15, 1992.

In 1988 the Historic Advisory Committee was established to make recommendations to the City Council regarding evaluation, declaration, preservation and maintenance of historic sites and points of interest. To date, twenty-seven sites have been identified by the Committee. These sites represent distinctive eras of growth, architectural style and/or are associated with locally significant events or persons. The sites are reviewed for potential State Historic Landmark Registration; however, none of the sites or structures has been considered eligible for such designation. Therefore, these sites are only significant with respect to local history.

In addition, the Zoning Ordinance has been modified to add a historic combining land use district zone intended to apply to areas containing a landmark or point of interest, to date no properties

have been designated. The purpose of the historic district is to protect and promote the preservation, maintenance and/or improvement of landmarks or points of interest as well as assure new structures within the district are compatible with the character to be preserved.

GOALS, POLICIES, AND IMPLEMENTATION MEASURES AND PROGRAMS

The Goals, Policies, and Implementation Measures and Programs within the Resource Element address identification and management of resources within the City.

GOAL 1: Victorville as a community which continues to identify and manage resources in coordination with its growth and development.

POLICY 1.1: The City will monitor new information regarding the status of sensitive floral and faunal species to revise its biotic inventory.

Imp. 1: New biological inventory studies and environmental impact reports will be used to make changes to the biotic information within the General Plan during periodic updates.

POLICY 1.2: The City will conserve and protect the remaining sand, gravel and stone deposits suitable for concrete aggregate where designated as aggregate resource areas.

Imp. 1: Aggregate Resource Areas, located within the Mojave River Flood Plain, are designated as an Open Space land use with a zoning classification of Flood Plain (FP-1, FP-2), which prohibits development of structures, but allows for the removal of rock, sand and gravel outside of the floodway.

POLICY 1.3: The City will continue to support efforts to identify, as well as require the protection or salvaging of significant paleontological and archaeological resources threatened by development.

Imp. 1: The City Planning Department will maintain a set of paleontological sensitivity overlay maps of the City of Victorville available for public review upon request.

Imp. 2: The Planning Department will continue to submit plans for development, which involve excavation/grading beyond minor cutting and filling, to the San Bernardino County Museum Archaeological Information Center and Department of Community and Cultural Resources for review to determine the potential for existence of archaeological and paleontological resources and whether monitoring will be required during grading and/or excavation of the site.

- POLICY 1.4:** The City will refine its research and evaluation methods to differentiate between those sites and structures which are locally significant and those which qualify for national or state recognition.
- Imp. 1: All sites and structures considered for designation as local points of interest will be reviewed to determine whether such designation will have a potential adverse affect upon future development.
- POLICY 1.5:** The City will continue to require preservation of native Joshua tree woodlands and specimens where possible.
- Imp. 1: The City will continue to implement Chapter 1333 of the Victorville Municipal Code, which prohibits any person from cutting, damaging, destroying, digging up or harvesting any Joshua tree without the written consent of the Director of Parks and Recreation.
- POLICY 1.6:** The City Fire Department shall continue its efforts to attain jurisdiction over the permitting process for entities which handle, store or treat hazardous wastes within the City of Victorville.
- Imp. 1: The Fire Department will continue to respond to comments and corrections made by the Department of Toxic Substance Control in an effort to gain approval as a certified unified program agency authorized to permit and control hazardous waste in the City of Victorville.
- POLICY 1.7:** The City will continue to investigate future solid waste disposal options.
- Imp. 1: The City will continue to explore all waste reduction measures including collection and marketing of recyclable materials to reduce dependence upon landfills.
- Imp. 2: The City will continue to monitor the feasibility of converting waste to energy through the process of combustion such as tires and wood chips to produce electricity and reduce waste volume by up to ninety percent (90%).
- Imp. 3: The City will continue to monitor the marketability of compost for use as a soil conditioner or top dressing on landscapes and gardens to reduce weeds.
- POLICY 1.8:** The City will continue to provide information to the public regarding solid waste source reduction and recycling.
- Imp. 1: The City will continue to provide information to the public about methods for reducing, and recycling waste through flyers at City Hall, mailers, City newsletter, the local newspaper and at special events.
- POLICY 1.9:** The City will continue to require new development to conserve water and energy resources in their design and construction.

- Imp. 1: The City will continue to require development standards which allow for a minimum three foot wide planter strip where developed non-residential properties abut public right-of-way.
- Imp. 2: The City will continue to require development standards which allow for minimal landscape area equal to three percent of the off-street parking area for developed commercial sites.
- Imp. 3: The City will continue to require all new developments to use low flow plumbing fixtures in compliance with Title 20 of the State Applicant Efficiency Standards.
- Imp. 4: The City will continue to maintain a list of xeriphytic plant materials as well as publications offering water conservation landscaping information, which is available to the public.
- Imp. 5: The City will continue to require model home complex developments containing four or more models to use water conserving, xeriphytic landscape materials on at least one model and provide related literature to all interested parties.
- Imp. 6: The City will continue to require single family residential development standards allowing minimal lot sizes of 7,200 square feet and planned unit development standards allowing for even smaller lots which potentially reduce landscape water demand.
- Imp. 7: The City will continue to require compliance with the Building Code and Title 24 of the California Administrative Code relating to energy conservation.

POLICY 1.10: The City shall continue to require preservation of the Mojave River riparian habitat.

- Imp. 1: The City will continue to coordinate and actively pursue development of the Mojave River Corridor Plan as a member of the Mojave River Corridor Task Force.

POLICY 1.11: The City shall continue its efforts to comply with State mandates to reduce the amount of solid waste disposed in landfills.

- Imp. 1: The City participated in the development of a materials recovery facility with the Town of Apple Valley in order to reduce dependence upon landfills through collection and marketing of recyclable materials.
- Imp. 2: The City will continue to monitor the feasibility of converting waste to energy through the process of combustion such as tires and wood chips to produce electricity and reduce waste volume by up to ninety percent (90%).

Imp. 3: The City will continue to monitor the marketability of compost for use as a soil conditioner or top dressing on landscapes and gardens to reduce weeds.

GOAL 2: Victorville as a community that recognizes the need to coordinate its management of resources with other agencies.

POLICY 2.1: The City will continue to participate in a cooperative effort with other agencies to monitor and review the management of resources.

Imp. 1: The City shall continue to monitor the programs contained within the Regional Water Management Plan and adopt those which are consistent with the City's goals and policies,

Imp. 2: The City is pursuing development of a subregional treatment plant to serve the Southern California Logistics Airport and proposed Federal prison for the purpose of treating sewage and reclaiming water for use in irrigating the existing golf course. The facility is listed in the Victor Valley Wastewater Reclamation Authority Sewage Facilities Plan Update which includes facilities located in the incorporated communities of Adelanto, Apple Valley and Hesperia.

Imp. 3: The City will continue to monitor or participate, as needed, in the preparation of the West Mojave Coordinated Management Plan.

POLICY 2.2: The City will continue to cooperate and consult with federal, state, county and local agencies in resolving regional resource management issues.

Imp. 1: The City will continue to participate, as needed, in the preparation of the West Mojave Coordinated Management Plan.

Imp. 2: The City is pursuing development of a subregional treatment plant to serve the Southern California Logistics Airport and proposed Federal prison for the purpose of treating sewage and reclaiming water for use in irrigating the existing golf course. The facility is listed in the Victor Valley Wastewater Reclamation Authority Sewage Facilities Plan Update which includes facilities located in the incorporated communities of Adelanto, Apple Valley and Hesperia.

Imp. 3: The City will continue to coordinate and actively pursue development of the Mojave River Corridor Plan as a member of the Mojave River Corridor Task Force.

Imp. 4: The City will continue to support the Mojave Desert Air Quality Management District in its efforts to attain mandated air quality standards.

- Imp. 5: The City will continue to monitor the State Water Quality Control Board's (Lahontan Region) efforts to implement the National Pollutant Discharge Elimination system's Storm Water Program and will adopt those regulations which are applicable to and consistent with the City's Goals and Policies.



SOUTHERN CALIFORNIA
LOGISTICS AIRPORT
COMMUNITY PLAN ELEMENT

CITY OF VICTORVILLE GENERAL PLAN



SOUTHERN CALIFORNIA LOGISTICS AIRPORT COMMUNITY PLAN ELEMENT

TABLE OF CONTENTS

	<u>Page</u>
DEFINITIONS	1
INTRODUCTION	2
Purpose of this Element	2
Reason for Focus on "Southern California Logistics Airport"	4
Incorporation of Various Elements	4
GOALS	4
COMMUNITY DEVELOPMENT PLAN	5
Intent	5
Objectives	5
Land Use Designations	5
Public Facilities	7
Site Utilization	7
Compatible Uses	9
Safety Review Areas	9
HOUSING PLAN	14
Intent	14
Objective	14
Housing	14
INFRASTRUCTURE PLAN	14
Intent	14
Objectives	15
Circulation	15
Water	17
Sewer	17
Utilities	20
SAFETY PLAN	22
Intent	22
Objective	22
FAR Studies	22
Safety Review Areas	25

*City of Victorville General Plan - Southern California Logistics Airport
Community Plan Element*

Slopes	25
Flooding	25
Fire and Police	26
Evacuation Roads	26
 RESOURCE PLAN	 28
Intent	28
Objectives	28
Open Space	28
Water	28
Solid Waste	28
 NOISE PLAN	 29
Intent	29
Objective	29
Noise	29
 ECONOMIC REVITALIZATION PLAN	 37
Intent	33
Objectives	33
Job Growth	33
Victor Valley Redevelopment Project Area	36
Financing	36
 GOALS, POLICIES, AND IMPLEMENTATION MEASURES AND PROGRAMS	 38

LIST OF FIGURES

	<u>Page</u>
Figure 1	Southern California Logistics Airport 3
Figure 2	Community Development Plan - SCLA 6
Figure 3	Public Facilities 8
Figure 4	Safety Review Areas - 65 CNEL Noise Contour 11
Figure 5	Circulation Plan - Site and Vicinity 16
Figure 6	Roadway Standards 18
Figure 7	Sanitary Sewer System 19
Figure 8	Utility Service to Site 21
Figure 9	Object Free Areas 23
Figure 10	Drainage 27
Figure 11	Former George Air Force Base Noise Contours 34
Figure 12	SCLA Future Noise Contours 35
Figure 13	Victor Valley Redevelopment Project Area 37

LIST OF TABLES

	<u>Page</u>
Table 1	Site Utilization - Land Uses 7
Table 2	Land Use Compatibility - Airport Safety Review Areas 10
Table 3	Interior/Exterior Noise Level Standards - Mobile Noise Sources 30
Table 4	Land Use Compatibility for Community Noise Environments 31
Table 5	Distance to Ldn from Roadway Centerline - Commercial Airport with Residential Alternative 32
Table 6	Noise Impacts Associated with Military Operations and Civilian Reuse of George Air Force Base 33

DEFINITIONS

Approach Surface - An imaginary surface longitudinally centered on the extended centerline of the runway, beginning at the end of the primary surface and rising outward and upward to a specified height above the established airport elevation.

Avigation Easement - A type of easement which typically conveys the following rights:

- * A right-of-way for free and unobstructed passage of aircraft through the airspace over the property at any altitude above a surface specified in the easement (usually set in accordance with FAR Part 77 criteria).
- * A right to subject the property to noise, vibrations, fumes, dust, and fuel particle emissions associated with normal airport activity.
- * A right to prohibit the erection or growth of any structure, tree, or other object that would enter the acquired airspace.
- * A right-of-entry onto the property, with property advance notice, for the purpose of removing, marking, or lighting any structure or other object that enters the acquired airspace.
- * A right to prohibit electrical interference, glare, misleading lights, visual impairments, and other hazards to aircraft flight from being created on the property.

City - Shall mean the City of Victorville.

Community Noise Equivalent Level (CNEL) - An average daily noise level, averaged for each of the 24 hours, and weighted more heavily during evening and nighttime hours to account for the lower tolerance of persons to noise during these hours.

Comprehensive Airport Land Use Plan (CALUP) - A specific plan authorized by State law formulated and adopted by the affected agency that provides for the orderly growth of each public use airport and the area surrounding the airport.

Imaginary Surfaces - Surfaces established relative to each runway to provide standards or determining "obstructions" in the navigable airspace.

Navigational Aid (NAVAID) - Any visual or electronic device (airborne or on the surface) which provides point-to-point guidance information or position data to aircraft in flight. Frangible NAVAIDS are NAVAIDS which are designed to allow it to fail structurally at a specified impact load.

Object Free Area (OFA) - A two dimensional ground area surrounding runways, taxiways and taxilanes which is clear of objects except objects whose location is fixed by function.

Obstacle Free Zone (OFZ) - A three dimensional volume of airspace centered above the runway which supports the transition of ground to airborne aircraft operations and vice versa.

Runway Protection Zone (RPZ) - A two-dimensional trapezoidal ground area centered about the extended runway centerline with significantly restricted land uses in order to provide safety to aircraft operations and to people and property on the ground.

Southern California Logistics Airport, SCLA, the Project Site, or the Project - Shall mean the area including all of the land formerly within the George Air Force Base Air Installation situated approximately four miles west of Interstate 15 (I-15), east of U.S. Highway 395 and north and south of Air Base Road, and includes approximately 5,350 acres shown in Figure 1.

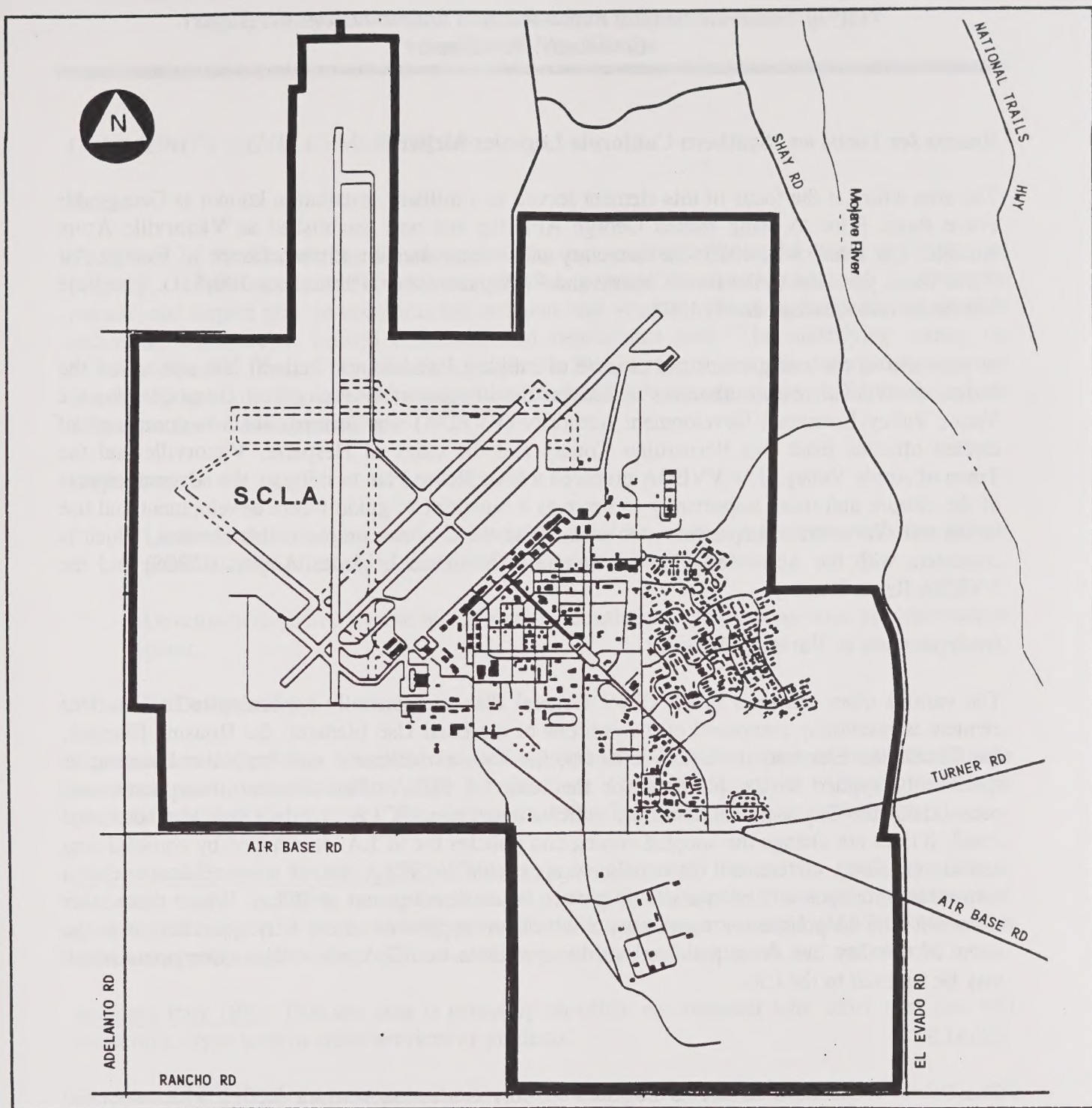
INTRODUCTION

The Southern California Logistics Airport (SCLA) Community Plan Element was prepared to provide a guide for the development and/or reuse of the deactivated George Air Force Base site as a commercial air facility. This Element in combination with the Southern California Logistics Airport Specific Plan contains the regulatory information regarding the development of SCLA.

The Southern California Logistics Airport Community Plan Element is not a mandated general plan element. However, pursuant to Government Code Section 65303, any other elements which, in the judgment of the legislative body, relate to the physical development of the City may be added. Since the development of SCLA into a commercial airport will provide an impetus for growth in the City and airports have unique operations, this element was prepared.

Purpose of this Element

The Southern California Logistics Airport Community Plan Element addresses the unique public health and safety issues connected with airports which are in part addressed in other elements of the Victorville General Plan and in part are addressed primarily within this Element. This element is an attempt to promote the development of compatible land uses in the area influenced by airport operation, to safeguard the general welfare of the inhabitants within the vicinity of the airport by minimizing exposure to excessive noise levels, and to safeguard the welfare of the inhabitants within the vicinity of the airport by imposing appropriate restrictions on new development for the protection of aircraft operations.



Southern California Logistics Airport

Victorville General Plan

FIGURE 1



Reason for Focus on "Southern California Logistics Airport"

The area which is the focus of this element served as a military installation known as George Air Force Base. Prior to being named George AFB the site was established as Victorville Army Airfield. On January 5, 1989, the Secretary of Defense announced the closure of George Air Force Base, pursuant to the Base Closure and Realignment Act (Public Law 100-521). The Base was deactivated December 15, 1992.

In response to the realignment and closure of military installations, Federal law authorized the formation of local reuse authorities to address the impacts of base closures. Consequently, the Victor Valley Economic Development Authority (VVEDA) was formed which is comprised of elected officials from San Bernardino County and the cities of Hesperia, Victorville and the Town of Apple Valley. The VVEDA prepared a Base Reuse Plan to mitigate the adverse impacts of the closure and more importantly to serve as a blueprint to guide future development and use of the site. To assist in implementation of the plan the City has prepared this element, which is consistent with the Activation Plan for Southern California Logistics Airport (CRSS) and the VVEDA Reuse Plan.

Incorporation of Various Elements

The various other elements in the City's General Plan are generally applicable to SCLA. This element is essentially composed of the portions of the Land Use Element, the Housing Element, the Circulation Element, the Safety Element, the Resource Element and the Noise Element, as specifically applied to the planning for the reuse of SCLA. This element incorporates and consolidates the City's existing land use policies concerning SCLA. While it provides additional detail, it does not change the adopted zoning and policies for SCLA. It is hoped by consolidating and summarizing all General Plan policies applicable to SCLA into a single element, that a convenient reference will be available to govern future development of SCLA. Where these other elements refer to policies or requirements which are applicable to the City generally, it is the intent of the City that those policies shall be applicable to SCLA, as well as other areas which may be annexed to the City.

GOALS

- Goal 1: Southern California Logistics Airport as a commercial air facility with associated uses integrated into, compatible with, or supportive of its operation.
- Goal 2: Southern California Logistics Airport with infrastructure necessary to reach its operational and developmental objectives.
- Goal 3: Southern California Logistics Airport with minimal risk to public health and safety.
- Goal 4: Southern California Logistics Airport as a key element for job creation in the City.

COMMUNITY DEVELOPMENT PLAN

Intent

The intent of the Community Development Plan is to minimize potential harm to people and property, to protect aircraft operations, and to provide for development of a distinctive commercial airport able to accommodate aviation and aviation-related facilities and compatible industrial, commercial, limited residential and recreational uses. The underlying zoning for SCLA is Specific Plan. Within the SCLA Specific Plan are eight land use designations and one overlay designation. The land use designations on the SCLA site are shown on Figure 2, and are defined in the following paragraphs.

Objectives

- ° Land use densities and land use activities shall be restricted in areas with the highest potential to be affected by aircraft operations or aircraft accidents.
- ° Development and/or uses in SCLA shall be consistent with the long-term general aviation plans.

Land Use Designations

The land use designations identified for development on SCLA are based on recommendations contained within the Activation Plan for Southern California Logistics Airport which was prepared by CRSS Constructors, Inc., in August 1995. The designations are as follows:

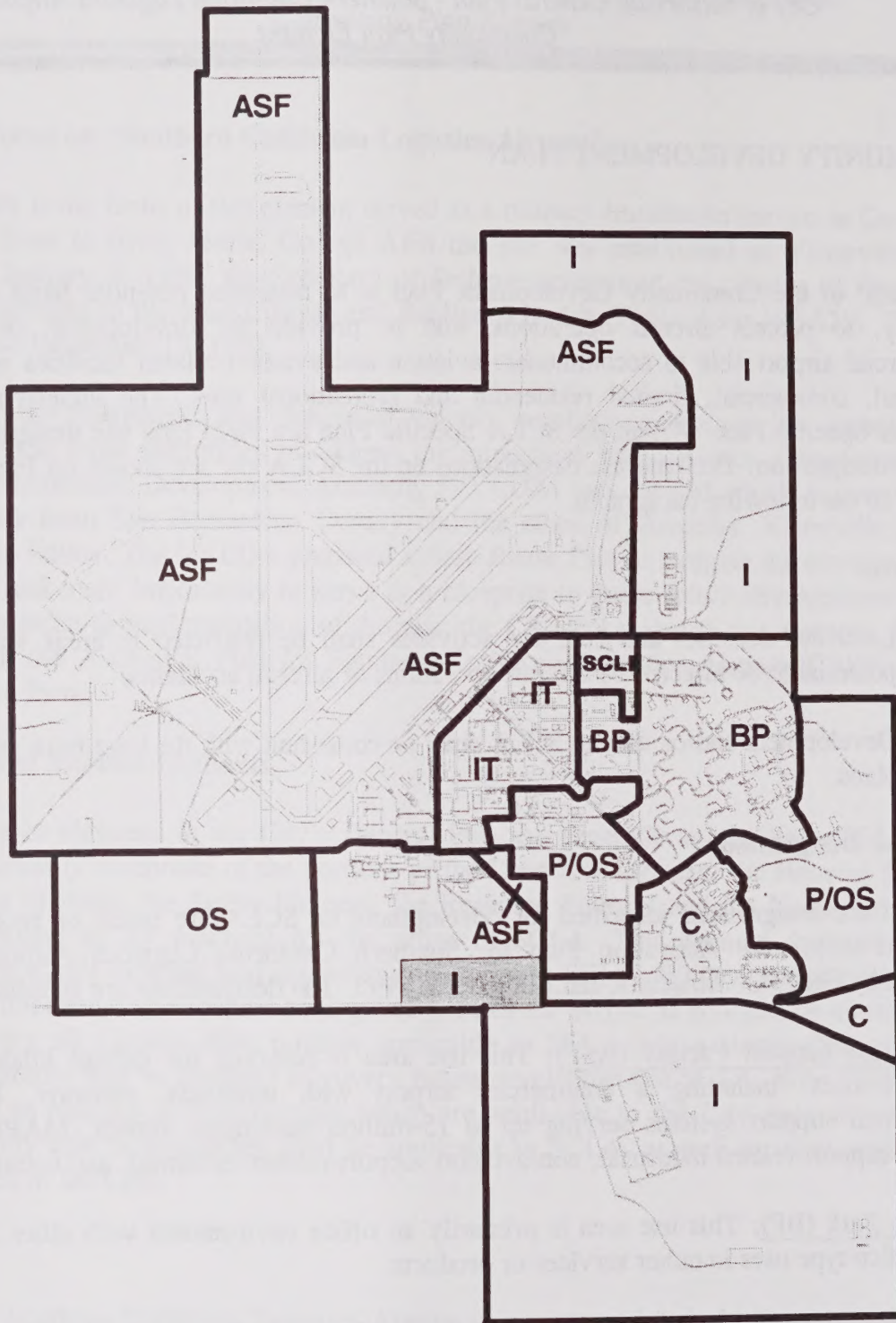
Airport and Support Facility (ASF): This use area is reserved for certain kinds of aviation-exclusive uses, including a commercial airport with terminals, runways, hangers, and navigational support systems serving up to 15-million passengers annual (MAP), and certain aviation support-related industrial, non-aviation support-related industrial, and commercial uses.

Business Park (BP): This use area is primarily an office environment with other uses that will assist office-type uses in either services or products.

Commercial (C): This use area provides for the development of commercial, office/medical, and retail uses.

Service Commercial and Limited Industrial (SCLI): This land use area provides a transition area for heavy commercial and certain light industrial uses with an emphasis on outdoor activities, located adjacent to more intensive industrial and lighter commercial uses.

Industrial Transitional (IT): This land use district is intended for development of a broad range of industrial activities, as well as very limited commercial uses to occupy certain existing buildings that are found to be adequate for their use.



Community Development Plan - S.C.L.A.

LEGEND:

- ASF = Airport and Support Facilities
- BP = Business Park
- C = Commercial
- I = Industrial
- IT = Industrial Transitional
- OS = Open Space
- SCLI = Service Commercial & Limited Industrial



= Commercial Overlay

Victorville
General Plan



FIGURE 2

Industrial (I): This use area is intended for development of broad range of industrial activities, including larger scale industrial, provided they are compatible with the ASF land use designation uses.

Open Space (OS): This land use identifies an area affected by existing and future airfield operations. This falls within the Runway Protection Zone (RPZ) and Object Free Area (OFA) south of the runways, and contains avigational easements. Lot coverage and building heights are inapplicable to this area since no building structures are allowed.

Public/Open Space (P/OS): This use area provides for the existing and future recreational facilities, educational facilities, and governmental uses.

Commercial Overlay (CO): A portion of the Industrial land use area falls within an overlay zone which has the option of being utilized commercially.

Public Facilities

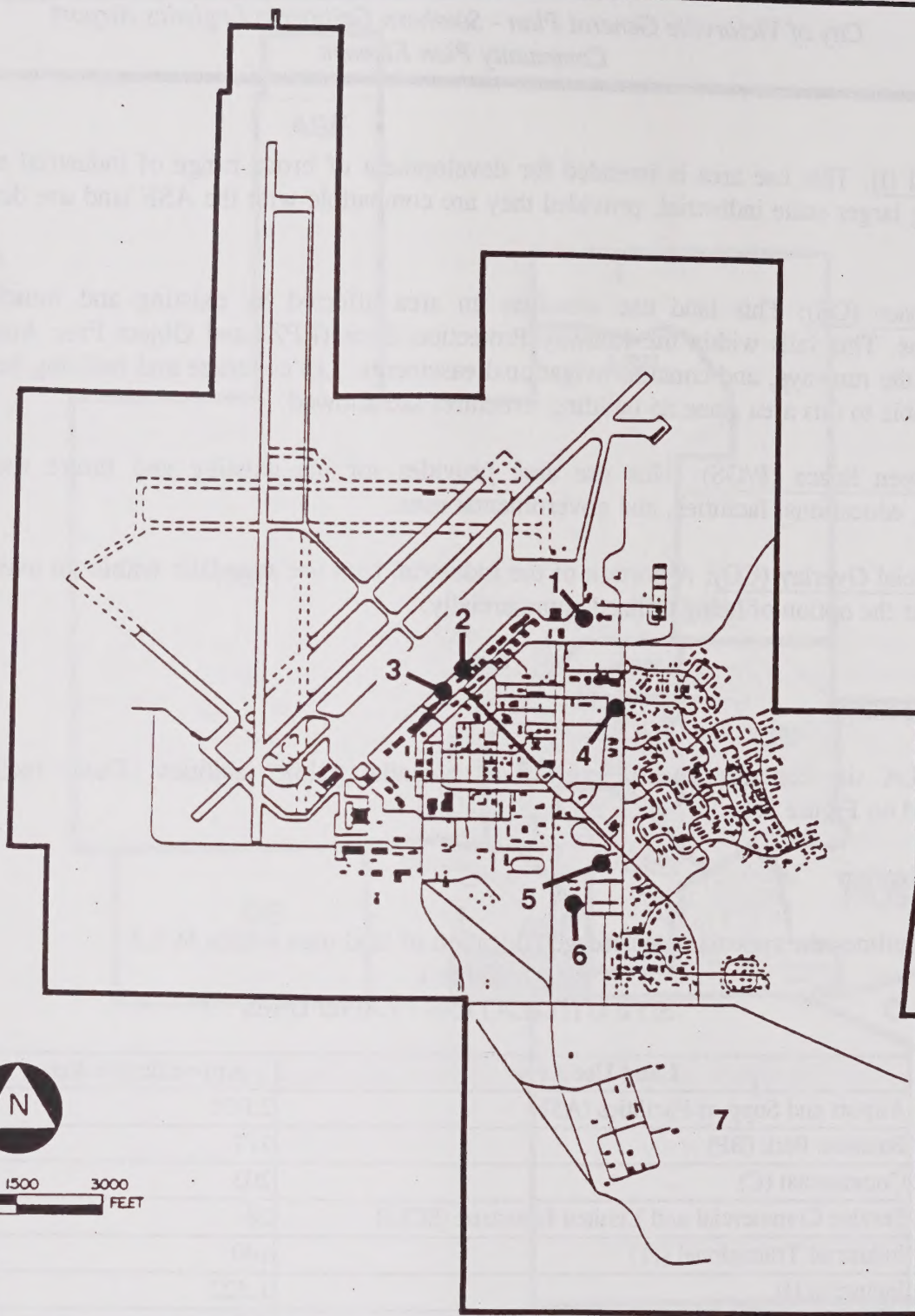
The SCLA site contains several existing or potential public facilities. Those facilities are illustrated on Figure 3.

Site Utilization

Table 1 outlines the approximate acreage allocation of land uses within SCLA:

Table 1
SITE UTILIZATION - LAND USES

Land Use Area	Approximate Acres
Airport and Support Facilities (ASF)	2,050
Business Park (BP)	277
Commercial (C)	203
Service Commercial and Limited Industrial (SCLI)	28
Industrial Transitional (IT)	140
Industrial (I)	1,522
Open Space (OS)	275
Public/Open Space (P/OS)	855 ¹
TOTAL SCLA PLAN	5,350
¹ Includes 75 acres of Commercial Overlay (CO)	



Public Facilities

LEGEND:

1. Police/Security Facilities
2. Fire Station 312
3. Main Terminal
4. Post Office
5. George School
6. Sheppard School
7. Federal Prison Site (future)

Victorville
General Plan



FIGURE 3

Compatible Uses

As a method of identifying support for the goals of this element, land uses within the planning area are categorized as compatible or non-compatible. Compatible uses are those which have little or no consequence on aircraft operations, those which have densities or uses such that the risk of an aircraft accident is proportional to the effect an aircraft accident will have on people or property, and those which are not adversely affected by aviation produced noise. Non-compatible uses are those not qualifying as a compatible use and can be considered a potential threat to the airport, its aircraft or to itself. Non-compatible uses in Safety Review Areas 1 and 2 (as further described hereafter) may result in serious compromises to safety. Table 2 illustrates land use compatibility in the airport safety review areas.

Safety Review Areas

Aircraft accidents occur most often on airport property. The accident rate in the traffic pattern or within a mile of the airport also accounts for a substantial portion of total incidents. This information suggests people and property on the airport and within its environs are exposed to varying levels of aviation related hazards associated with the aviation industry. The degree of risk or level of exposure is reflected in the creation of three safety review areas within the SCLA Comprehensive Airport Land Use Plan (CALUP) Planning Area, which was prepared in consultation with the Department of Transportation, Aeronautics Program, and is consistent with the Program's Airport Land Use Planning Handbook as required by Public Utilities Code Section 21674.7. General safety issues are discussed more fully in the Safety Plan of this element.

The Safety Review Areas are illustrated in Figure 4 and defined as follows:

Safety Review Area 1 - Safety Review Area 1 is designed to provide protection to people and property on the ground and to provide protection to airborne aircraft since it has the highest exposure to aircraft operations and therefore the highest potential to be impacted by aviation-related hazards. The area is centered on each runway at a width of 1,000 feet and extends past each end of the runways, extending outward horizontally 1,700 feet and 2,500 feet. Within the area are three object free areas (runway protection zone, object free area, and obstacle free zone) and two FAR Part 77 imaginary surfaces (primary surface and approach surface) layered one upon the other.

Safety Review Area 1 overlays two land use districts at the approach end of the runways [Specific Plan and R-1TB5 (Single Family Residential - Transitional with a minimum building site of five acres)] and overlays a mixture of commercial, industrial and open space zone districts at the other end of the runways. While it is desirable to clear all objects and land uses from Safety Review Area 1, agricultural operations, provided they do not propose structures or attract birds are normally acceptable in the approach surface and runway protection zone. Land uses that prohibit occupancy or the encroachment of any structure are clearly acceptable in Safety Review Area 1. Further, taxiways and similar aviation related facilities are also allowed provided certain airspace-encroachments are restricted adjacent to the runways.

*City of Victorville General Plan - Southern California Logistics Airport
Community Plan Element*

Table 2
LAND USE COMPATIBILITY - AIRPORT SAFETY REVIEW AREAS

Land Use Category	Safety Review Area 1	Safety Review Area 2	Safety Review Area 3
Residential - Single Family, Duplex, Mobilehome	CLU	CA ¹	NA ³
Residential - Multi-Family	CLU	NU	NA ³
Transient Lodging - Motels, Hotels	CLU	NU ⁴	NA ²
Schools, Libraries, Churches, Hospitals, Nursing Homes	CLU	NU ²	CA ²
Auditoriums, Concert Halls, Amphitheaters	CLU	CLU	NA ²
Sports Arenas, Outdoor Spectator Sports	CLU	CLU	NA ²
Playgrounds, Neighborhood Parks	CLU	CA ^{2,4}	NA ²
Golf Courses, Riding Stables, Water Recreation, Cemetery	CLU	CA ^{2,4}	CLA
Office Buildings, Business Commercial, Professional	CLU	CA ^{2,4}	NA ²
Manufacturing, Transportation Services, Contract Construction	CLU	CA ^{2,4}	NA ²
Wholesale/Warehouse Operations, Salvage Operations	CLU	CA ^{2,4}	NA ²
Utilities	CLU	NU	NA ²
Agriculture	NA ²	NA ²	CLA
Livestock, Animal Breeding	NU	NA ²	NA ²
Retail Trade/Commercial Services	CLU	CA ^{2,4}	NA ²

Density Criteria

Maximum Gross Density (dwelling units/acre)	0	.5	6
Maximum Assembly (persons per acre)	10	100	No Limit ⁵

Clearly Unacceptable (CLU): New construction/development should not occur. Existing uses should be relocated.

Normally Unacceptable (NU): New construction/development should not occur.

Conditionally Acceptable (CA): New construction/development may be permitted. Community character and/or unique development patterns may justify approval. Uses subject to restrictions and mitigation for purposes of public safety.

Normally Acceptable (NA): New construction/development permitted. Uses subject to restrictions and mitigation for purposes of public safety.

Clearly Acceptable (CLA): New construction/development permitted. No public safety restrictions envisioned.

¹ Residential development underneath airport VFR traffic patterns including approach surfaces shall be discouraged. If development occurs, maximum density shall be one dwelling unit per 2 acres, and noise attenuation at or below 45 dB shall be required within habitable structures.

² Land uses are considered acceptable provided no structures are proposed/developed or if structures are in locations outside approach surfaces, and are conditionally acceptable if located within transitional surfaces. The development of schools, libraries, churches, hospitals and nursing homes below the transitional surfaces is normally unacceptable.

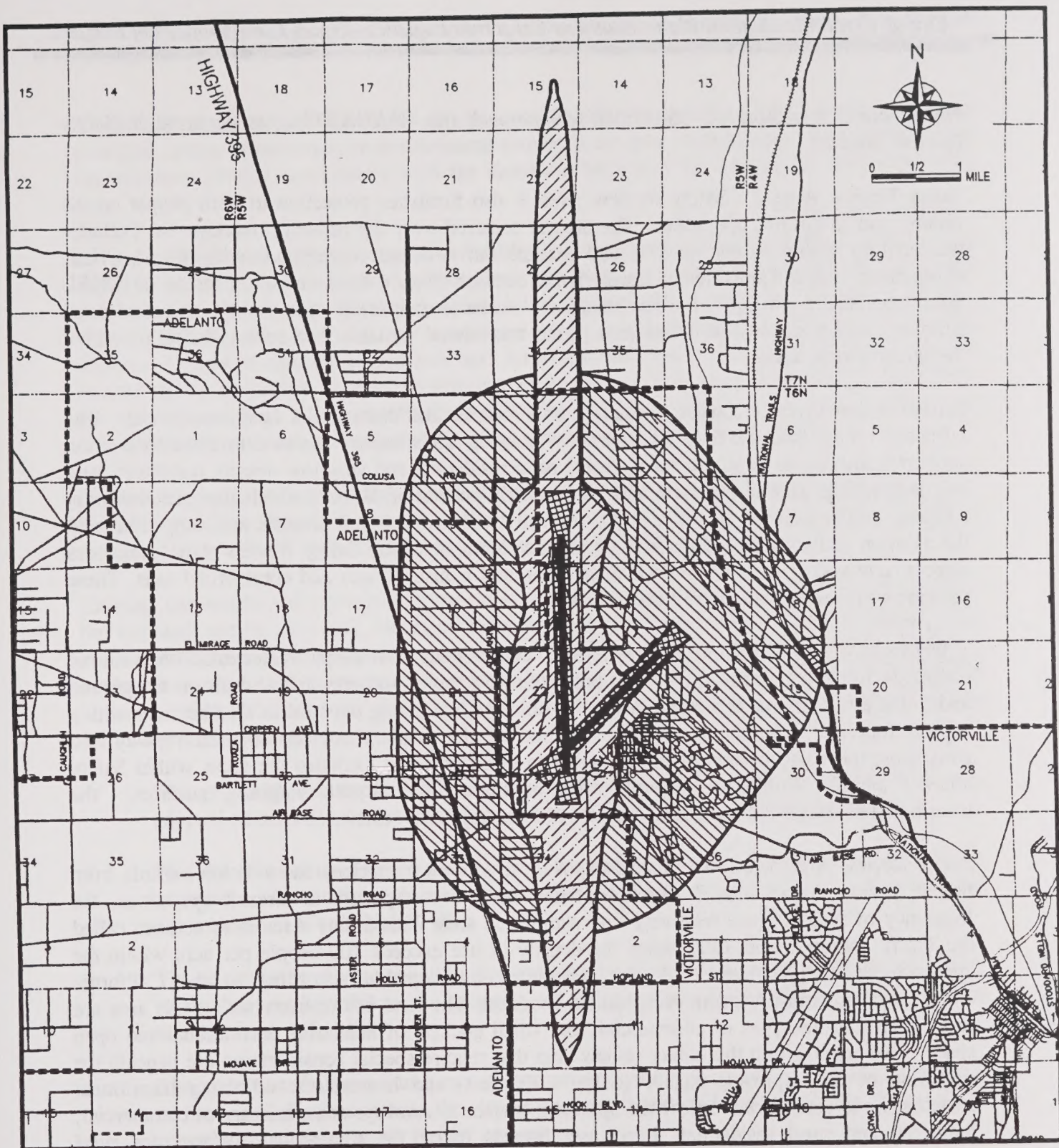
³ Residential development outside approach surfaces shall not exceed 6 dwelling units per acre; residential development within approach surfaces shall not exceed 1 dwelling unit per 2 acres.

⁴ Land uses satisfying density criteria may be acceptable.

⁵ Non-residential land uses within approach surfaces shall not exceed 100 persons per acre.

Source: FAA FAR Part 77 Guidelines.

Caltrans, Airport Land Use Planning Handbook, December 1993, Chapter 9.



Safety Review Areas

LEGEND

-  = SAFETY REVIEW AREA 1
-  = SAFETY REVIEW AREA 2
-  = SAFETY REVIEW AREA 3

Victorville General Plan



FIGURE 4

No structural development, other than navigational aids (NAVAIDS), has occurred in Safety Review Area 1.

Safety Review Area 2 - Safety Review Area 2 also furnishes protection to both people on the ground and to aircraft operations. The area is centered over the runway, overlays but excludes the territory within Safety Area 1, and extends outward and corresponds with the 65 CNEL (Community Noise Equivalency Level) noise contour (Figure 4). In addition to the 65 CNEL noise contour, a portion of three imaginary surfaces (approach, transitional and horizontal surfaces), and a single object free area [inner-transitional obstacle free zone (OFZ)], lie within the safety review area.

Safety Review Area 2 consists primarily of industrial and commercial land use districts. The purpose of these land use districts is to allow existing lands and structures committed to aviation support facilities and to public needs. Some rural residential and very low density residential land use designations exist in the north and northeasterly portion of the area which allow residences at a density of one unit per five acres. Consequently, the existing land districts are compatible with the aviation activity of the airport. Existing development within Safety Review Area 2 includes airport runways, taxiways, NAVAIDS, aviation and industrial uses and commercial uses. These uses are compatible with aircraft operations.

Safety Review Area 3 - Safety Review Area 3, coterminous with the perimeter established for the imaginary horizontal surface, provides protection to people, property and aircraft on the ground and in the air. The area is centered over the runways, extending outward in all directions with a 10,000 foot arc from the center of each end of the primary surface of each runway and connecting the adjacent arcs of lines tangent to those arcs and excludes the areas within Safety areas 1 and 2. Within this safety review area are three airport imaginary surfaces - the transitional surfaces, the horizontal surface, and the approach surfaces.

Safety Review Area 3 reflects reduced exposure to aircraft operations and aviation hazards from Safety Review Areas 1 or 2. Because it has the lowest exposure to aircraft operations, the frequency of accidents are relatively low within this area. This Safety Area is sometimes called the Traffic Pattern Zone. Only when the density of use exceeds 100 people per acre within the approach surfaces, would a use be considered unacceptable according to the California Department of Transportation, Aeronautics Program. The land use districts within this area are residential, various types of commercial, and small pockets of industrial, institutional and open space. Two areas within this safety review area that require special consideration are beneath the extension of the approach surface (outer 4,000 feet) and beneath the adjoining transitional surfaces. Land use districts below the approach surface to runways are a mixture of commercial, industrial and rural residential. Land use districts under the transitional surfaces are rural residential, various types of commercial, institutional, and industrial.

The compatibility of these land uses depends upon their location within the safety review area. All the land use districts within Safety Review Area 3, excluding those beneath the outer segment of the approach surface and those beneath the transitional surfaces, are compatible with the airport's activities. The open space district and certain uses permitted by the industrial district that comply with the density criteria may be compatible within the approach and transitional sectors of the plan. The residential, commercial and institutional land use districts below the

transitional surfaces are considered to be conditionally compatible with airport operations provided certain operational, or development standards are met. Additionally, uses permitted by the industrial district that comply with the density criteria may be compatible within this plan area.

Several different types of development in the Plan area exist beneath Safety Review Area 3. This includes single family dwelling units, multiple family dwelling units, and a myriad of commercial uses which include professional services, retail trade/personal services, lodging services, recreational/entertainment services, repair services, convenient/support services, open lot services, contract/construction services and wholesale/warehouse operations. These uses are located such that they are compatible with airport operations. However, a number of uses below the approach surface (outer 4,000 feet) and below the transitional surfaces are either not compatible or conditionally compatible with the aircraft activities of this airport.

If an existing structure or building exceeds height requirements, density limitations, creates glare due to the building materials used, or is otherwise inconsistent with the development standards of the safety review areas, it shall be deemed non-conforming and incompatible.

Existing non-residential incompatible uses may also be continued and maintained, provided that the use shall not be increased, enlarged, extended or altered unless the building is brought into conformity with the Comprehensive Airport Land Use Plan (CALUP). Changes or modifications to these non-residential incompatible uses shall be considered a new project for review purposes under the CALUP, and such changes or modifications may be approved provided all of the following findings can be satisfied:

- The proposed alteration shall not prolong the existing incompatible use beyond any adopted abatement schedule or the expiration of any conditional use permit approval.
- The alteration of the existing incompatible use shall not be detrimental to nor prevent the attainment of objectives, policies, general land use and programs specified in this and other elements of the General Plan.
- The alteration to the incompatible use shall not be detrimental to the public health, safety or welfare, or harmful to the property or improvements in the vicinity and district in which the use is located.
- The alteration shall not interfere with operation of the airport, and the applicant/operator of the use shall agree to hold the airport operator harmless from any claims, damages, or impacts associated with air facility operations.

HOUSING PLAN

Intent

The intent of the Housing Plan is to allow for the reuse and retention of limited housing on the SCLA site for special housing needs.

Objective

- ° Preserve a portion of the existing housing for SCLA employees, homeless, and mentally or physically disabled so long as no adverse affect on the general aviation abilities of SCLA takes place.

Housing

There are portions of SCLA that are designated Residential Overlay. This overlay designation provides for the retention and reuse of housing currently existing on-site for special housing needs, such as employees, homeless, and mentally and/or physically disabled. In order to help minimize noise impacts certain retrofit sound attenuation programs may have to occur on existing dwelling units, as well as the requirement of noise easements for future residential developments. The Noise Plan of this Element provides for a more complete discussion of the effects of noise from the reuse of SCLA on the residential areas surrounding the base. The current SCLA Specific Plan indicates that the number of housing units for SCLA will not exceed 434. However, it is anticipated that the number of housing units will be substantially lower.

INFRASTRUCTURE PLAN

Approximately two-thirds of the site has been developed previously, during its status as a military installation. Given this fact, the backbone infrastructure necessary for the implementation of the reuse of SCLA is already in place. Any use proposed within existing facilities should be able to be established without modifications to the major components of this infrastructure. Therefore, few new utility or infrastructure systems are proposed. Further, all new developments, or modifications or expansions of existing developments must be subject to review and approval of the Planning Commission through the site plan process. The impacts from these developments in the infrastructure system shall be evaluated by the City and referred to the affected utility companies for review and comment on the adequacy of the existing systems and their ability to serve the project(s). If necessary, changes will be made to these components at the time consistent with the service providers' requirements.

Intent

The intent of the Infrastructure Plan is to identify the existing conditions of the circulation, water, sewer, and utility systems and their required improvements for future development.

Objectives

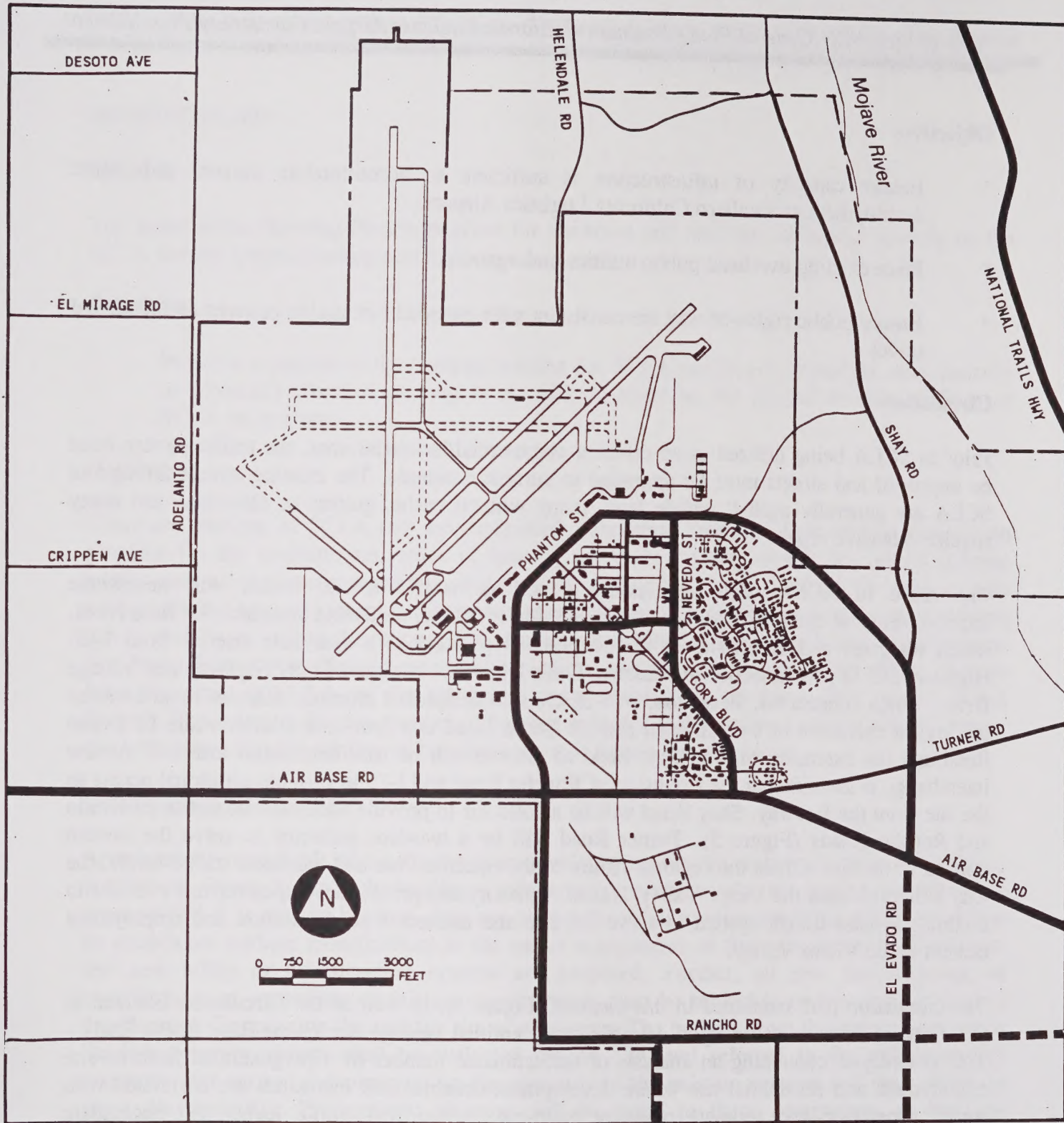
- ° Ensure capacity of infrastructure is sufficient to accommodate current and future development at Southern California Logistics Airport.
- ° Place existing overhead public utilities underground.
- ° Ensure public rights-of-way are consistent with intended circulation patterns and modes of travel.

Circulation

Prior to SCLA being utilized as an efficient commercial/industrial area, the traffic pattern must be improved and streets must be upgraded to current standards. The existing streets throughout SCLA are generally asphalt, single lane, many without curbs, gutters or sidewalks and many require extensive repair.

The reuse of SCLA will significantly affect the traffic levels, which will necessitate improvements on existing roads on-site, in addition to off-site roads and arterials. Air Base Road, which traverses and is off-site of the property is planned as a four-lane arterial from U.S. Highway 395 to its connection at National Trails Highway. National Trails Highway and Village Drive, which connect Air Base Road to I-15 are also designated arterials. Rancho Road between the logical extension of Cobalt Road and El Evado Road is a four-lane arterial while El Evado Road and the extension of Amethyst Road to the site will be four-lane major arterials. A new interchange is identified at the extension of Rancho Road and I-15 to provide additional access to the site from the freeway. Shay Road will be a collector to provide additional access to El Evado and Rancho Roads (Figure 5). Turner Road will be a two-lane collector to serve the eastern portion of the site. Given the regional nature of the Specific Plan and increased traffic levels, the City will work with the Victor Valley Transit Authority and private developments/users on-site to establish a mass transit system to serve the site and connect it to population and employment centers in the Victor Valley.

The circulation plan contained in this element (Figure 5), as well as the Circulation Element in this General Plan, is based upon a traffic study entitled George Air Force Base Reuse Study - Traffic Analysis containing an analysis of the estimated number of trips generated from on-site employment and residential use where development densities and intensities are correlated with traffic generation and ultimate roadway build-out. Anticipated traffic levels will necessitate improvements on existing roads on-site. Phantom Street is proposed as a four-lane arterial to connect to El Evado Road and Shay Road. Several roads connecting Phantom Street to the rest of the site and the east will be upgraded to arterials. These include a portion of Cory Boulevard, Sabre Boulevard, and Nevada Street. Starfighter Street is designated as a collector street.



Circulation Plan
Site and Vicinity

LEGEND

- = City Boundary
- - - = Sphere Boundary
- = Collector
- = Arterial
- = Major Arterial

Victorville
General Plan



FIGURE 5

The timing at which these improvements will be made is based upon specific development projects and their impact on the circulation system. Any projects which meet the threshold contained within the adopted San Bernardino County Congestion Management Program (CMP) shall be required to prepare a Traffic Impact Analysis (TIA) consistent with Appendix C of that document.

Street improvements will consist of asphaltic concrete pavement with aggregate base material (as necessary), concrete sidewalk, curb and gutter (six to ten feet from face of curb to edge of sidewalk), median curb, street lights, street signs, and striping (Figure 6).

Water

The City and SCLA currently have independent water supply systems. Southern California Logistics Airport maintains its own wells. The project site currently derives water from eight wells located adjacent to the Mojave River, north of Turner Road about 0.5 to 1.0 miles east of the site. The land is owned by the City of Adelanto and leased to the Air Force. The water well permit is vested jointly in the name of the Department of the Air Force and the City of Adelanto.

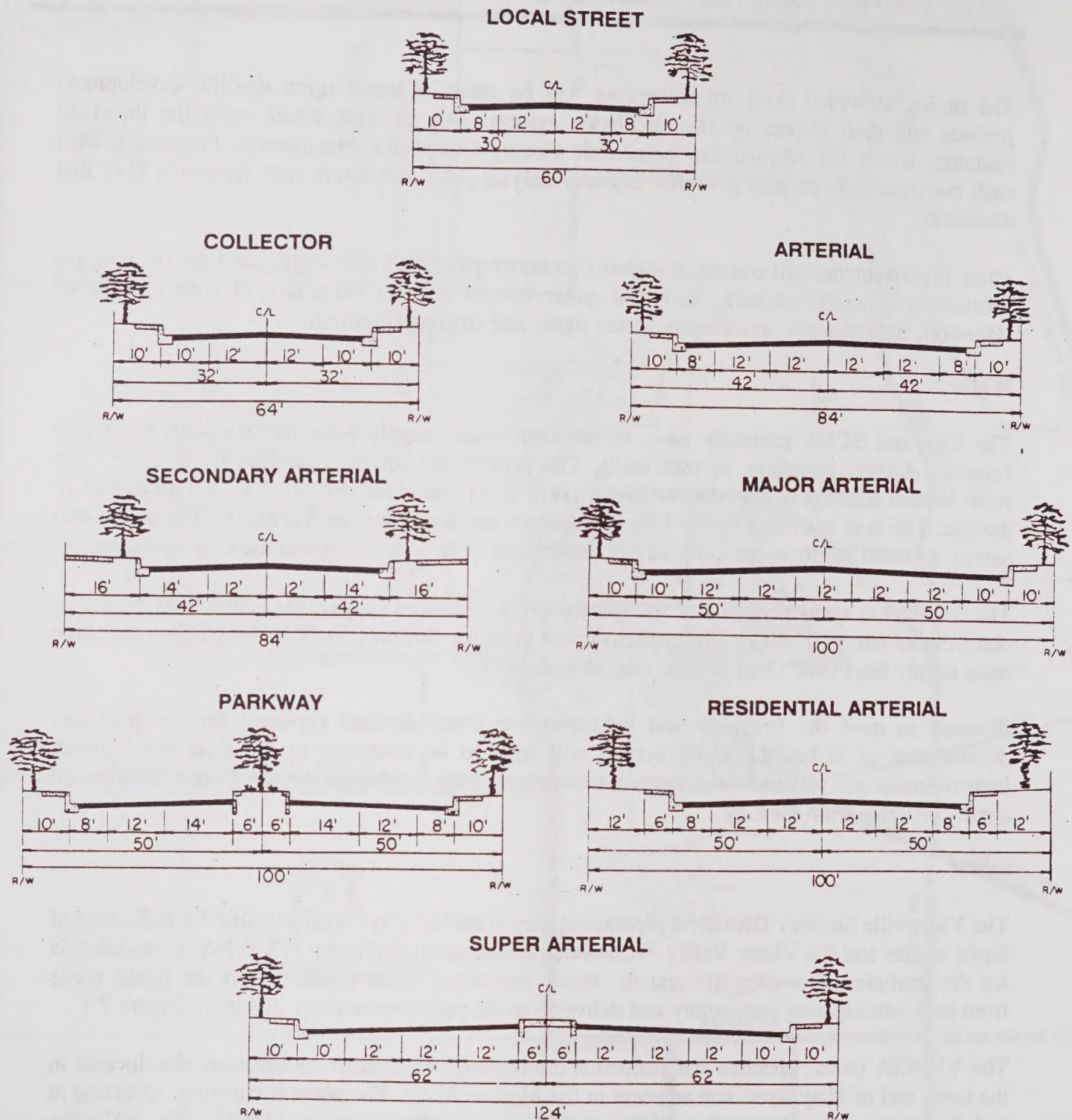
The distribution system consists of five ground level reservoirs (1,800,000 gallon total capacity), one elevated tank (500,000 gallon capacity), two pumping stations, five booster pumps, and three main supply lines (two 12-inch lines, one 14-inch line).

In order to meet the fire flow and industrial use water demand expected for the proposed development of SCLA the water system will have to be evaluated at the time development improvements are planned. Water service is provided by the Victor Valley Water District, an agency separate from the City.

Sewer

The Victorville Sanitary District, a separate agency from the City, is responsible for collection of liquid wastes and the Victor Valley Wastewater Reclamation Authority (VWVRA) is responsible for the treatment of wastewater and the major interceptor lines which collect the liquid waste from each participating community and deliver it to the reclamation plant. (Refer to Figure 7.)

The VWVRA owns, operates and maintains the regional wastewater reclamation plant located at the north end of Shay Road and adjacent to the Mojave River. The plant is currently operating at a daily average flow (September 1995) of 7.0 million gallons per day (MGD). The VWVRA completed a plant expansion in 1990 which brought the plant's total permitted capacity from 4.8 MGD to 9.5 MGD. The VWVRA expects this capacity to be reached within the next four to five years, depending upon the growth rate within the Victor Valley. The VWVRA owns, operates and maintains the regional interceptor sewers that extend into the service areas of each of VWVRA's Member Agencies, including the City. Each Member Agency owns, operates and maintains the local sewage collection system within its area, and connects same to VWVRA regional interceptor sewers through metered connections. Southern California Logistics Airport is connected through two metered connection points to the VWVRA. The north

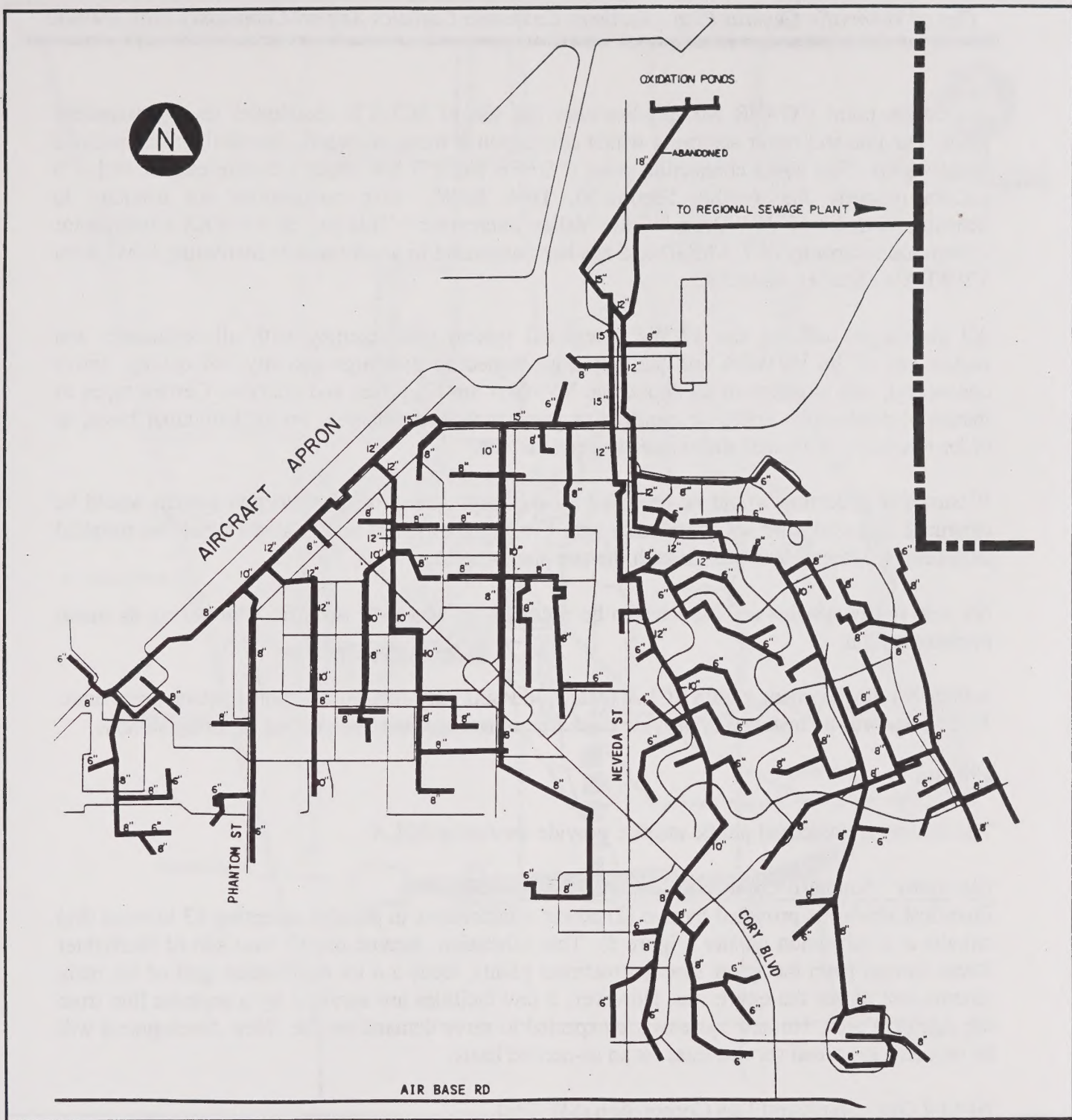


Roadway Standards

Victorville
General Plan



FIGURE 6



Sanitary Sewer System

LEGEND:

- ■ ■ ■ ■ = City Boundary
- 8" = Sanitary Sewer Main (with size)

Victorville
General Plan



FIGURE 7

connection point ("GAFB No. 1") lies near the site of SCLA'S abandoned sewage treatment plant. The line and meter station to which connection is made is owned, operated and maintained by VVWRA. The south connection point ("GAFB No. 2") lies about 1/2-mile east of SCLA'S eastern property line (within Section 30, T6N; R4W). Both connections are tributary to Schedules 1 and 2 of VVWRA's "Victor Valley Interceptor." This part of VVWRA's interceptor system has a capacity of 7.5 MGD and has been expanded to accommodate increasing flows from VVWRA's Member Agencies.

All discharges utilizing the VVWRA regional system must comply with all ordinances and regulations of the VVWRA and the City with respect to discharge quantity and quality, sewer connection, and payment of all applicable VVWRA and City fees and charges. Certain types of industrial dischargers could be required to pretreat their discharges, on an individual basis, in order to comply with such ordinances and regulations.

Wastewater collection would be provided by the City. The existing collection system would be examined and evaluated for compliance with City standards, and new systems would be installed as necessary where identified through the site plan process.

No new sewer systems are expected to be necessary to serve the Specific Plan during its initial implementation.

Additional development within SCLA (near build-out) may require additional sewer main lines. These lines will be installed to provide discharge of sewage into the existing metering stations.

Utilities

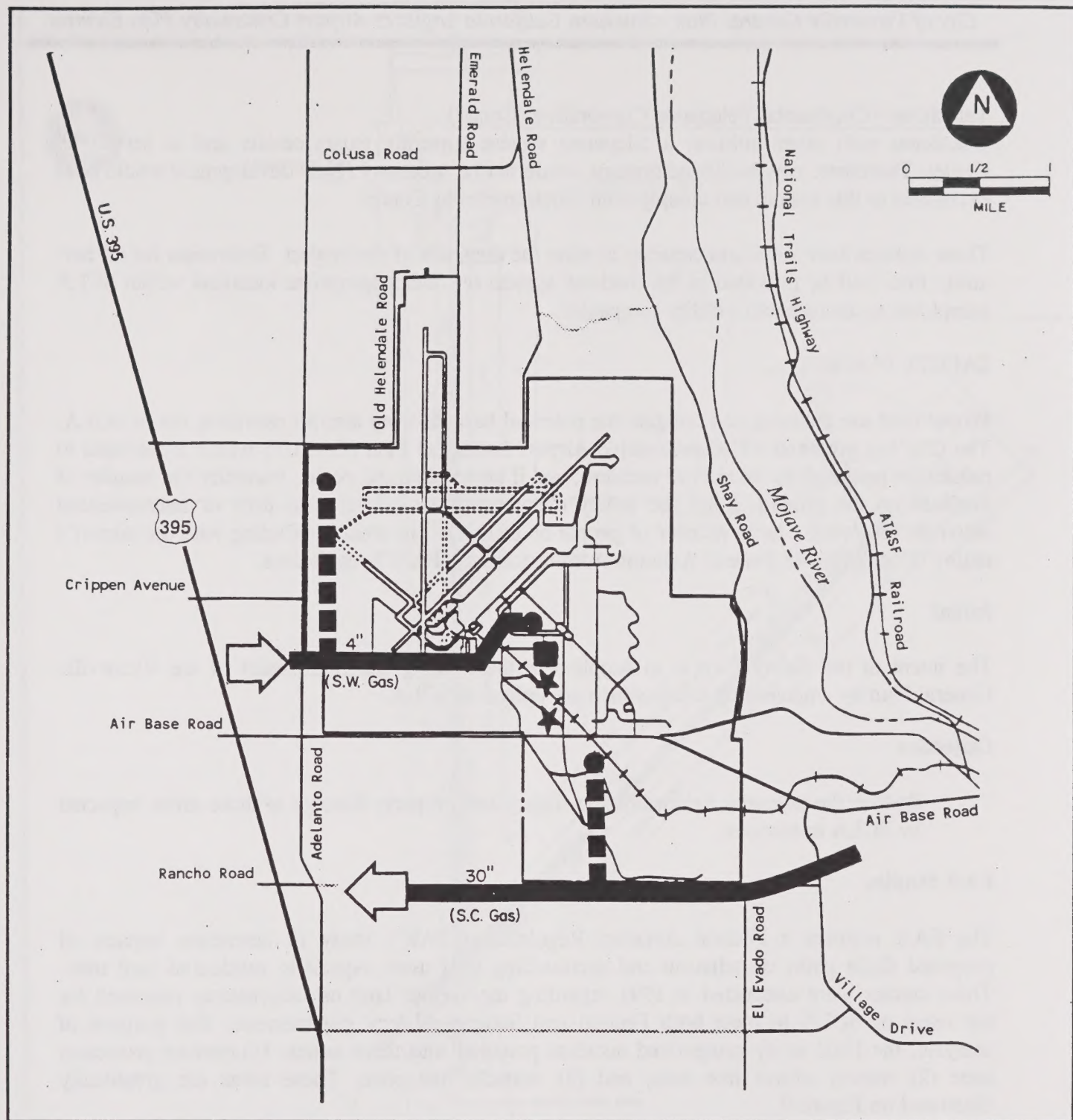
The following additional public utilities provide service to SCLA:

Electricity - Southern California Edison Company (SCE)

Electrical service is provided by two (2) power transformers in parallel accepting 33 kilovolt (kv) circuits at a substation on-site (Figure 8). This substation, located on the west side of Starfighter Street (across from the water storage/treatment plant), feeds a 4 kv distribution grid of six main circuits and serves the entire site. However, a few facilities are serviced by a separate line from the Adelanto area. No new systems are expected to serve demand on-site. New development will be required to extend service lines on an as-needed basis.

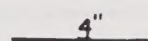
Natural Gas - Southwest Gas Corporation (SW Gas)

Natural gas service is provided from two transmission lines. A four inch high pressure line feeding a metering/regulator station on the east side of Sno Street enters the site from the west along Baseline Alley (Figure 8). Approximately 36,000 linear feet of gas lines extended from the station and serve the entire site, excepting areas south of Air Base Road and west of the runway. A 30-inch high pressure line from Southern California Gas Company, running westerly along Rancho Road, could be used by Southwest Gas for the two un-served areas. This will be determined as new development is proposed.



Utility Service to Site

LEGEND:

-  4" = High Pressure Gas Line
(S.W. Gas) (with size and company)
-  = Proposed Service Line
-  = Natural Gas Metering/Regulator Station
-  = S.C.E. 33kv Electrical Lines
-  = S.C.E. 2-33kv Electrical Substation

Victorville General Plan



FIGURE 8

Telephone - Continental Telephone Corporation (Contel)

Consistent with other utilities, a telephone system currently exists on-site and is served by Contel. Therefore, new backbone systems would not be necessary. New development would need to connect to this system and comply with requirements of Contel.

These utilities have sufficient capacity to meet the demands of the project. Easements for all new utility lines will be provided in the roadway system or other appropriate locations within SCLA acceptable to the respective utility companies.

SAFETY PLAN

Proper land use planning can mitigate the potential hazards from aircraft operating out of SCLA. The City has prepared a Comprehensive Airport Land Use Plan (CALUP) which is intended to reduce the potential for an aircraft accident, and if an accident did occur, minimize the number of fatalities on the ground. Land use policy dictates that residential land uses or nonresidential activities involving a large number of people be prohibited in areas conflicting with the airport's ability to comply with Federal Aviation Administration ("FAA") regulations.

Intent

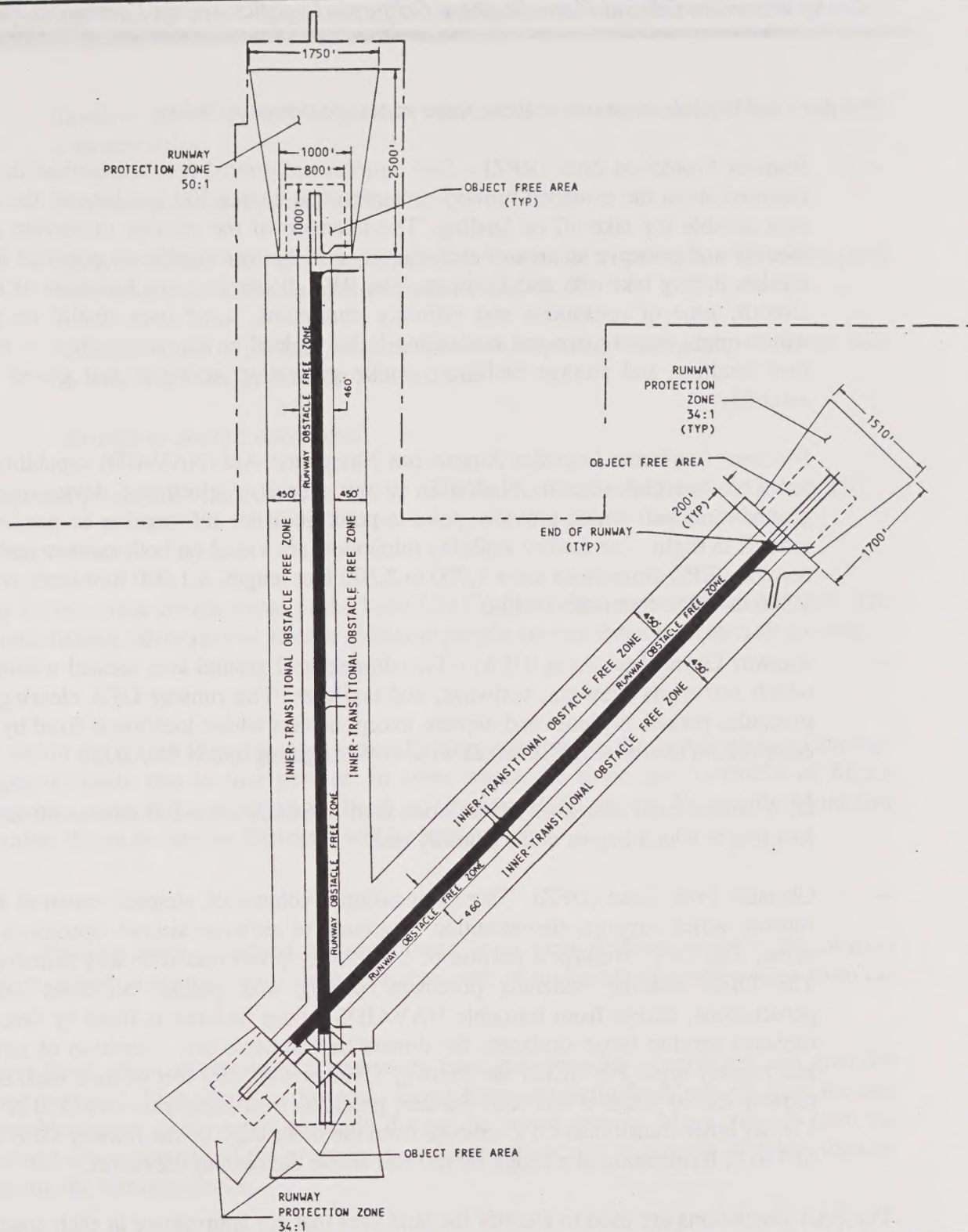
The intent of the Safety Plan is to supplement the existing Safety Element of the Victorville General Plan by emphasizing issues which are unique to SCLA.

Objective

- ° Reduce the potential for loss of life, injury and property damage to those areas impacted by SCLA operations.

FAR Studies

The FAA requires a Federal Aviation Regulation ("FAR") study to determine impacts of proposed flight paths on adjacent and surrounding land uses, especially residential land uses. These studies were conducted in 1991 regarding the various land use alternatives proposed for the reuse of SCLA to meet both Federal and State regulatory requirements. For purpose of analysis, the FAR study categorized accident potential into three zones: (1) runway protection zone (2) runway object free area, and (3) obstacle free zone. These areas are graphically illustrated on Figure 9.



Object Free Areas

Victorville
General Plan



FIGURE 9

The titles and brief descriptions of these three zones are presented below:

- Runway Protection Zone (RPZ) - Two dimensional ground area trapezoidal in shape and centered about the extended runway centerline and begins 200 feet beyond the end of the area useable for take-off or landing. The intention of the runway protection zone is to identify and preserve an area of each runway end that has significant potential for aircraft crashes during take-offs and landings. The RPZ dimensions are functions of the design aircraft, type of operations and visibility minimums. Land uses should be prohibited which might create glare and misleading lights or lead to the construction of residences, fuel handling and storage facilities, smoke generating activities and places of public assembly.

Southern California Logistics Airport has Navigation Aid (NAVAID) capability and will serve commercial aircraft. NAVAID is any visual or electronic device (airborne or ground-mounted) which provides point-to-point guidance information or position data to aircraft in flight. The facility visibility minimums are visual (at both runway ends) and the resulting RPZ dimensions are a 1,700 to 2,500 foot length, a 1,000 foot inner width and a 1,000 to 1,750 foot outer width.

- Runway Object Free Area (OFA) - Two dimensional ground area located within the RPZ which surrounds runways, taxiways, and taxilanes. The runway OFA clearing standard precludes parked airplanes and objects, except objects whose location is fixed by function, composition and/or height, such as wind socks, lighting and NAVAIDS.

OFA dimensional standards for facilities such as SCLA are a 800 foot width and a 1,000 foot length which begins at the stopway end.

- Obstacle Free Zone (OFZ)- Three dimensional volume of airspace centered above the runway which supports the transition of ground to airborne aircraft operations and vice versa. The OFZ overlays a portion of the runway protection zone and primary surface. The OFZ clearing standard precludes taxiing and parked airplanes and object penetrations, except from frangible NAVAIDS whose location is fixed by function. For runways serving large airplanes, the dimension standards are a function of aircraft size and runway type. For SCLA the Runway OFZ extends 200 feet beyond each end of the runway and its width is 460 feet. Further, precision instrument runways (SCLA's runway 17), an Inner-transitional OFZ extends from the outer edge of the runway OFZ at a slope of 3 to 1, terminating at a height of 150 feet above the runway elevation.

The FAA regulations are used to identify the land uses that are appropriate in each zone. Ideally, there should not be any development within these zones, though in reality this may not be possible. In general, land uses that have the following characteristics should be prohibited in areas designated as RPZ or OFA:

- * High residential density characteristics;
- * High labor intensity;

- * Involve above ground explosive, fire, toxic corrosion or other hazardous characteristics;
- * Promote population concentration;
- * Involve utilities and services required for areawide population where disruption would have an adverse impact (telephone, gas, etc.);
- * Concentrations of persons who are unable to respond to emergency situations such as children, elderly, handicapped, etc; and
- * Hazards to aircraft operations.

All development proposals within the City will be reviewed for consistency with FAR Part 150.

Safety Review Areas

The safety review areas are discussed in the Land Use Compatibility section of this element. The intent of establishing safety review areas is to ensure people are not exposed to aircraft hazards.

Slopes

The land within the SCLA Planning Area generally slopes slightly to the northwest at an average rate of approximately two to four percent. In areas where the slopes are in excess of fifteen percent, erosion control measures as outlined in Chapter 18.57 of the Victorville Municipal Code, entitled "Slope Protection District," will be implemented.

Flooding

The SCLA Planning Area is subject to storm flows from three primary sources: the Mojave River, an un-named drainage course from Adelanto, and an un-named drainage course from the south.

The Mojave River abuts and traverses the property from the southeast to northwest and provides the greatest potential flood threat to this area. Flood flows originate from run-off from the San Bernardino Mountains to the south generally during the winter season. Major run-off from the other drainage areas tributary to the property most frequently occurs as a result of desert thunder storms during the summer season.

The San Bernardino County Flood Control District has general jurisdiction over the Mojave River and is obligated to maintain a floodway free of encroachment as its commitment to the Corps of Engineers for constructing the Mojave Forks Site Dam located at the mouth of the river. The dam does provide substantial reduction of the peak flood flows. The District has rights-of-way over portions of the planned floodway of the river and in the past has performed limited maintenance in conjunction with the Army Corps of Engineers.

Minimal improvements have been made in the area to confine the river and consist of minor diking and levee arrangements which attempt to direct flows towards the main flow path. At strategic locations, pipe and wire revetment has been installed to help protect the existing levees from erosion.

Federal and local criteria requires protection from a flood that has an average frequency of recurrence in the order of once in 100-years and is the base flood used in the preparation of the Federal Emergency Management Agency's National Flood Insurance Program Rate Maps.

Overland Flows

Southern California Logistics Airport is generally subject to sheet flow storm run-off from rainfall occurring on both on-site and adjoining lands. This sheet flow condition changes to occasional minor watercourses where flows have an opportunity to concentrate.

Overland flows from tributary off-site areas will be collected in trapezoidal concrete channels located along the periphery of the project and deposited into the storm drain system or directed beyond the project boundary and disposed of in tributaries to the Mojave River. The storm run-off generated on-site within SCLA will be conveyed to the Mojave River by means of a storm drain system. In those instances where drainage is toward the rear of the industrial parcels, a concrete channel may be utilized where space permits (Figure 10).

Fire and Police

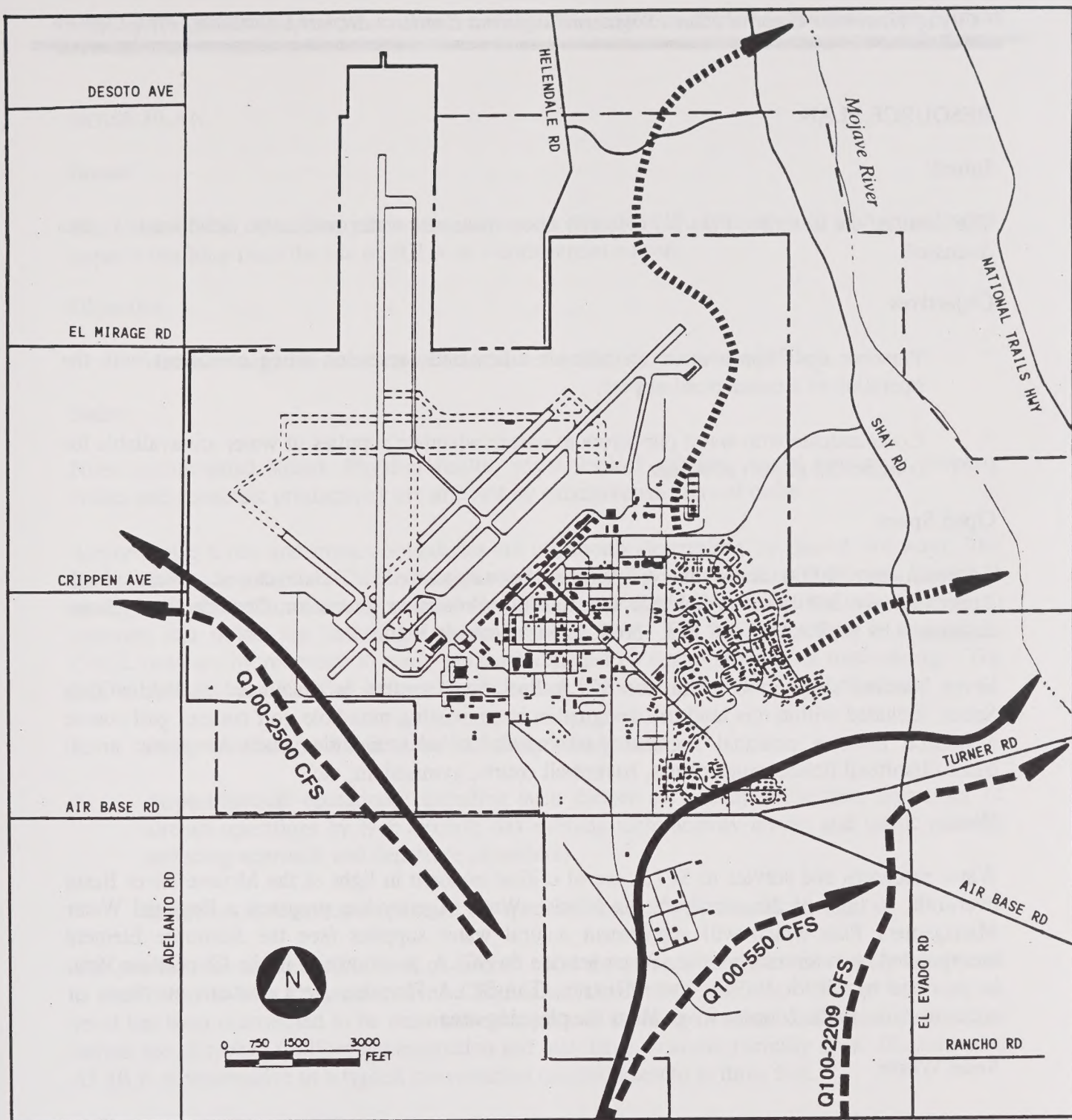
The City of Victorville Fire Department provides fire protection, emergency medical service, and hazardous materials service for the City. There are nine contract firefighters assigned to the Southern California Logistics Airport site at Station 312. There are two heavy crash trucks, and one heavy rescue assigned to the SCLA site. If a fire, or other disaster on SCLA exceeds the capabilities of Station 312, other City firefighters would respond.

The Victorville Police Department which is staffed by officers under contract with the San Bernardino County Sheriff, provides law enforcement services for SCLA.

The Safety Element provides further discussion of fire and police information.

Evacuation Roads

Well-planned evacuation routes are important in the SCLA Planning Area due to the potential hazards from aircraft operating out of SCLA. The evacuation roads have a 64 to 84 foot right-of-way containing between two and four traffic lanes. The Air Base Road is the major evacuation route out of SCLA. Safety routes are discussed more thoroughly in the Safety Element.



Drainage

LEGEND:

- = City Boundary
- = Sphere Boundary
- = Drainage Boundary
- = Major Drainage Facility (Q100 = 100 year flood flow in cubic feet per second)
- = Minor Drainage Facility

NOTE: All other drainage flows into minor facilities depositing in the Mojave River.

Victorville
General Plan



FIGURE 10

RESOURCE PLAN

Intent

The intent of the Resource Plan is to identify open space and water resources. Solid waste is also discussed.

Objectives

- Preserve open space areas for aircraft safety and recreation when consistent with the operation of a commercial airport.
- Communicate with water purveyors to ensure adequate supplies of water are available for commercial airport activities.

Open Space

Approximately 2,000 acres of SCLA may be categorized as undeveloped, vacant land. Approximately 803 acres are within the Runway Protection Zones or Obstacle Free Zones designated by the FAA's FAR Part 150 SCLA as shown in Figure 9.

Seven hundred sixty acres within the SCLA Specific Plan area is designated as Public/Open Space. Included within this land use designation is an existing nine-hole golf course, golf course expansion area; a potential regional park which includes facilities such as picnic areas, baseball/softball fields, tennis courts, basketball courts, gymnasium, etc.

Water

Water resources and service to SCLA are of critical concern in light of the Mojave River Basin overdraft. In light of the overdraft, the Mojave Water Agency has prepared a Regional Water Management Plan which will supplement natural water supplies (see the Resource Element incorporated by reference herein). Water service on SCLA, as discussed in the Circulation Plan, is provided by Victor Valley Water District. The SCLA Planning Area contains no rivers or streams although the Mojave River abuts the planning area.

Solid Waste

A contract hauler served the site when it was a military installation. Individual businesses will be required to be served by the City's franchise solid waste hauler, Victorville Disposal. Refuse is hauled to the Victorville landfill, a Class III landfill operated by the County of San Bernardino. In addition, the waste stream generated from the site will be reduced in accordance with State waste reduction legislation. Recyclables will be taken to the Victor Valley Materials Recovery Facility operated by Burrtec Waste Industries. Solid waste is discussed in greater detail in the Resource Element.

NOISE PLAN

Intent

The intent of the Noise Plan, in combination with the CALUP, is to identify and reduce noise impacts resulting from the use of SCLA as a commercial airport.

Objective

- ° Minimize negative noise impacts associated with the operation of SCLA.

Noise

Noise is unwanted sound. Physical health, psychological stability, social cohesion, property values and economic productivity are affected by excessive amounts of noise.

Airport noise levels and impact boundaries are commonly determined by one of two ways. The first method is to establish CNEL through sound monitoring and recording equipment located at strategic points within the airport environs. The accumulated data can then be converted to contours that reflect the limits of a particular noise level. The second method is to estimate CNEL contours by reference to noise studies completed by sound monitoring methodology. The following factors are included in the analysis leading to the estimation of CNEL contours.

- ° Airport (runway) configuration, including local terrain.
- ° Airport/aircraft operations, including such factors as runway utilization; frequency of aircraft operations by type aircraft; day-evening-night activity levels; and traffic patterns including approach and departure procedures.
- ° Single event noise exposure level for specified aircraft type classifications.

The standard for an acceptable level of aircraft noise for persons living in the vicinity of airports is established to be a Community Noise Equivalent Level of 65 decibels.^{1/} This noise exposure level has been determined to be reasonable for persons residing in urban residential areas where homes are of typical California construction and may have windows partially open. Illustratively, 65 dB is representative of a typical conversation (normal speech) at three feet.

Choosing the 65 CNEL as the maximum exterior noise exposure level of residential land uses implicitly creates a standard from which other land use activity can be judged for noise compatibility. As can be seen from the following two illustrations, the 65 CNEL figures prominently in identifying land uses that are inherently subject to noise interference and those which are not.

1. California Administrative Code, Title 21, Section 5012.

Table 3 presents San Bernardino County Interior/Exterior Noise Level Standards - Mobile Noise Sources, as adopted in the July, 1989 General Plan. The standards reflect the maximum permitted interior and exterior noise levels for specific land use categories. As shown, 65 dB is the maximum CNEL for all land use categories, except industrial/manufacturing activities, which by omission, have higher noise level thresholds.

Table 4 presents land use compatibility standards for community noise environments.^{1/} A review of the information shows that the 65 CNEL figures prominently in the determination of a land use's acceptability at a given noise level.

Table 3
INTERIOR/EXTERIOR NOISE LEVEL STANDARDS - MOBILE NOISE SOURCES

LAND USE		Ldn (or CNEL), dB	
Categories	Uses	Interior*	Exterior**
Residential	Single and multi-family, duplex, mobile homes	45	60***
Commercial	Hotel, motel, transient lodging	45	60***
	Commercial retail, bank, restaurant	50	n/a
	Office building, research and development, professional offices	45	65
	Amphitheater, concert hall, auditorium, movie theater	45	n/a
Institutional/Public	Hospital, nursing homes, school classroom, church, library	45	65
Open Space	Park	n/a	65
* Indoor environment excluding: bathrooms, kitchens, toilets, closets and corridors.			
** Outdoor environment limited to: Private yard of single-family dwellings Multi-family private patios or balconies Mobile home parks Hospital/office building patios Park picnic areas School playgrounds Hotel and motel recreation areas			
*** An exterior noise level of up to 65 dB (or CNEL) will be allowed provided exterior noise levels have been substantially mitigated through a reasonable application of the best available noise reduction technology, and interior noise exposure does not exceed 45 dB Ldn (or CNEL) with windows and doors closed. Requiring that windows and doors remain closed to achieve an acceptable interior noise level will necessitate the use of air conditioning or mechanical ventilation.			

Source: San Bernardino County General Plan Noise Element, July 1989

- Guidelines for the preparation and content of the Noise Element of the General Plan, Governor's Office of Planning and Research.

Table 4
LAND USE COMPATIBILITY STANDARDS FOR COMMUNITY NOISE ENVIRONMENTS

Land Use Categories	Community Noise Exposure Ldn or CNEL, dB							Interpretation	
	55	60	65	70	75	80+			
Residential - Low Density, Single Family, Duplex, Multi-family	1	1						1 NORMALLY ACCEPTABLE Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.	
			2	2					
					3				
						4	4		
Residential - Mobile Home	1	1						2 CONDITIONALLY ACCEPTABLE New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.	
			2						
				3	3				
						4	4		
Transient Lodging - Motels, Hotels	1	1						3 NORMALLY UNACCEPTABLE New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.	
			2	2					
					3	3			
							4		
Schools, Libraries, Churches, Hospitals, Nursing Homes	1	1						4 CLEARLY UNACCEPTABLE New construction or development should generally not be undertaken.	
			2						
				3	3				
						4	4		
Auditoriums, Concert Halls, Amphitheaters	2	2						Source: Guidelines for the Preparation of Content of the Noise Element of the General Plan, 1986, Governor's Office of Planning and Research.	
			3	3					
					4	4	4		
Sports Arena, Outdoor Spectator Sports	2	2	2	2				Source: Guidelines for the Preparation of Content of the Noise Element of the General Plan, 1986, Governor's Office of Planning and Research.	
					3	3	3		
Playgrounds, Neighborhood Parks	1	1	1					Source: Guidelines for the Preparation of Content of the Noise Element of the General Plan, 1986, Governor's Office of Planning and Research.	
				2					
					3				
						4	4		
Golf Courses, Riding Stables, Water Recreation, Cemeteries	1	1	1					Source: Guidelines for the Preparation of Content of the Noise Element of the General Plan, 1986, Governor's Office of Planning and Research.	
				2	2				
						4	4		
Office Buildings, Business Commercial and Professional	1	1	1					Source: Guidelines for the Preparation of Content of the Noise Element of the General Plan, 1986, Governor's Office of Planning and Research.	
				2	2				
						3	3		
Industrial, Manufacturing, Utilities	1	1	1	1				Source: Guidelines for the Preparation of Content of the Noise Element of the General Plan, 1986, Governor's Office of Planning and Research.	
					2	2	2		
Agriculture	1	1	1	1	1	1	1		

The noise hazard compatibility information is illustrated in Table 4. This noise compatibility chart was designed to illuminate the 65 CNEL as the primary reference level for land use compatibility. Modifications to the various compatibility ranges were made to achieve this goal. Generally, the "normal acceptable" and "conditionally acceptable" ranges were reduced and the "normally unacceptable" range was expanded for residential/institutional type uses. The "clearly unacceptable" range remained essentially unchanged.

The map (Figure 4) represents the 65 CNEL impact area for commercial airport operations. The majority of the land impact is zoned for commercial and industrial uses. Figure 11 represents the former George Air Force Base noise contours and Figure 12 the commercial airport operations noise contours. Table 5 depicts the impact areas and the potential number of existing residential units affected by noise. Table 6 represents the noise levels associated with military operations in 1983 and the projected noise levels associated with civilian reuse in 2013 on SCLA.

The City has undertaken and will continue to undertake various implementation measures to reduce noise problems. The City and Caltrans have created soundwalls. The City has, among other things, (a) prohibited development near arterial roadways, (b) utilized landscaping, (c) utilized masonry sound walls and (d) requires all housing to utilize dual pane windows which lowers noise levels 20-25 decibels.

Table 5
DISTANCE TO Ldn FROM ROADWAY CENTERLINE -
COMMERCIAL AIRPORT WITH RESIDENTIAL ALTERNATIVE

Year	Roadway	Distance (feet)					
		Ldn 65	No. of Residences	Ldn 70	No. of Residences	Ldn 75	No. of Residences
1998	Air Base Rd West	140	2	50	0	*	—
	Air Base Rd East	300	5	100	0	*	—
	U.S. 395	340	21	110	0	40	0
	El Mirage Rd	90	0	30	0	*	—
	Helendale Rd	50	0	*	—	*	—
	Village Dr**	170	2	60	0	*	—
	Shay Rd	80	0	30	0	*	—
2003	Air Base Rd West	180	6	60	0	*	—
	Air Base Rd East	380	7	130	2	50	0
	U.S. 395	390	23	130	0	50	0
	El Mirage Rd	110	0	40	0	*	—
	Helendale Rd	60	0	*	—	*	—
	Village Dr**	220	2	80	0	*	—
	Shay Rd	110	0	40	0	*	—
2013	Air Base Rd West	250	8	90	2	30	0
	Air Base Rd East	520	7	180	3	60	0
	U.S. 395	480	24	160	0	50	0
	El Mirage Rd	160	0	60	0	*	—
	Helendale Rd	80	0	30	0	*	—
	Village Dr**	310	8	110	2	*	—
	Shay Rd	160	0	50	0	*	—

*Contained within Roadway.

**Number of houses between Air Base Road and power lines south of Clovis Street (approximately 1.5 miles).

Source: 1991 EIS - George AFB Closure and Reuse.

Table 6
NOISE IMPACTS ASSOCIATED WITH MILITARY OPERATIONS
AND CIVILIAN REUSE OF GEORGE AIR FORCE BASE

Year	Acreage Affected by 65 Ldn or Greater Noise Contours
1983	29,400
2013 ^A	3,800
2020 ^B	5,490
Source: A) 1983 Air Installation Compatible Use Zone Study, Department of the Air Force, and 1990 Reuse Study, P & D Technologies	
B) RMJ & Associates, "Southern California International Airport <u>SCIA Aircraft Operations Forecast</u> ," January 28, 1998.	

ECONOMIC REVITALIZATION PLAN

Intent

The intent of the Economic Revitalization Plan is to encourage the development of jobs and provide information on financing sources which may be used to pay for improvements at Southern California Logistics Airport.

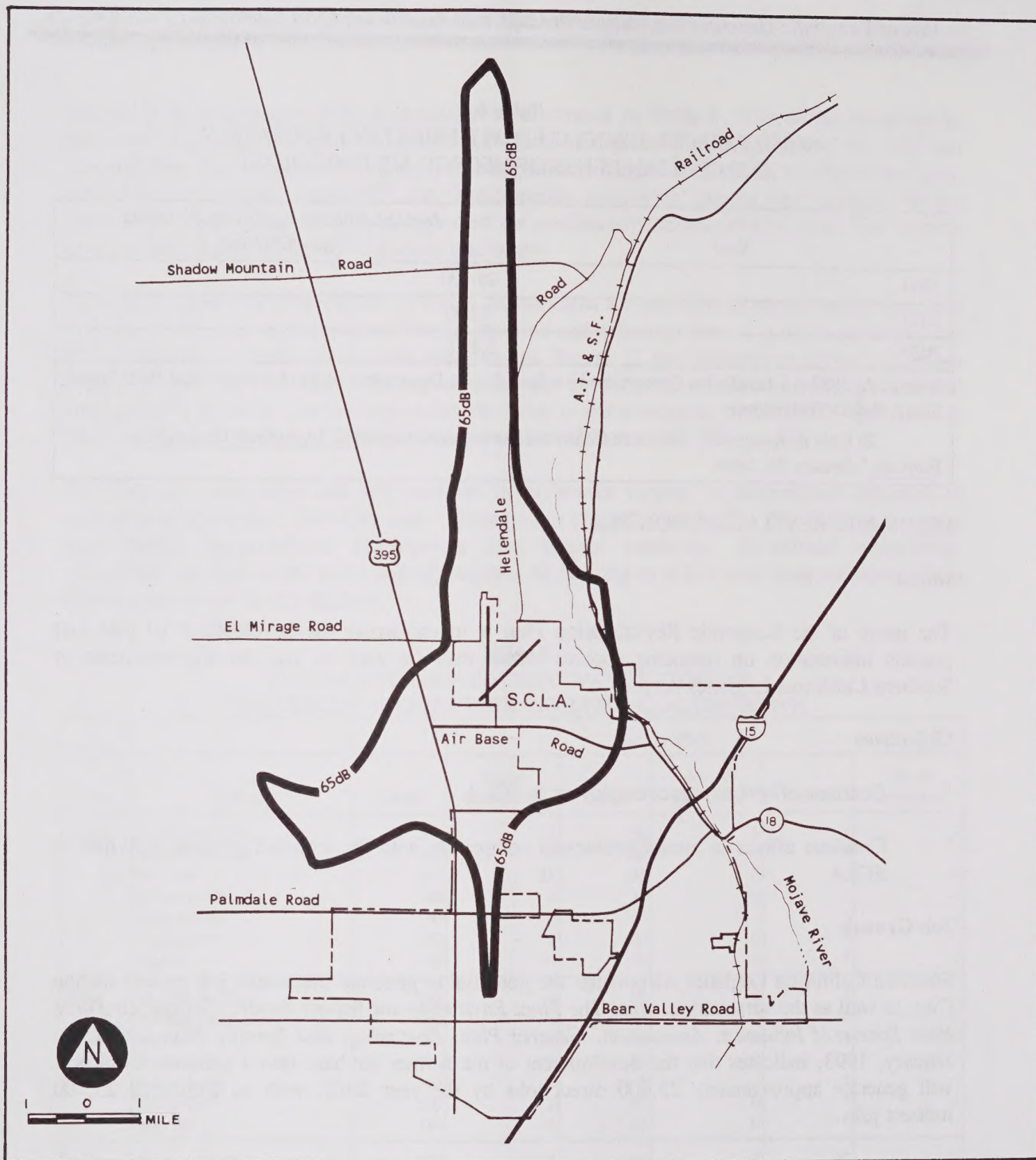
Objectives

- Continue efforts to attract employers to SCLA.
- Continue efforts to attract businesses compatible with the intended aviation activities at SCLA.

Job Growth

Southern California Logistics Airport has the potential to generate substantial job growth for the City, as well as the surrounding area. The *Final Environmental Impact Report: George Air Force Base Sphere of Influence, Annexation, General Plan, Rezoning, and Specific Plan* adopted in January, 1993, indicates that the development of the former air base into a commercial airport will generate approximately 25,300 direct jobs by the year 2013, with an additional 25,700 indirect jobs.

A program in place which has the potential to attract employers to SCLA is the California Trade and Commerce Agency's designation of SCLA as a Local Agency Military Base Recovery Area (LAMBRA) zone. Under this LAMBRA zone, sales tax, wage credits and other State incentives, as well as local incentives such as reduced business license fees and plan check fees, are extended to employers locating on the former military base. The LAMBRA designation is authorized for eight years and will expire February 1, 2004.



Former GAFB
Noise Contours

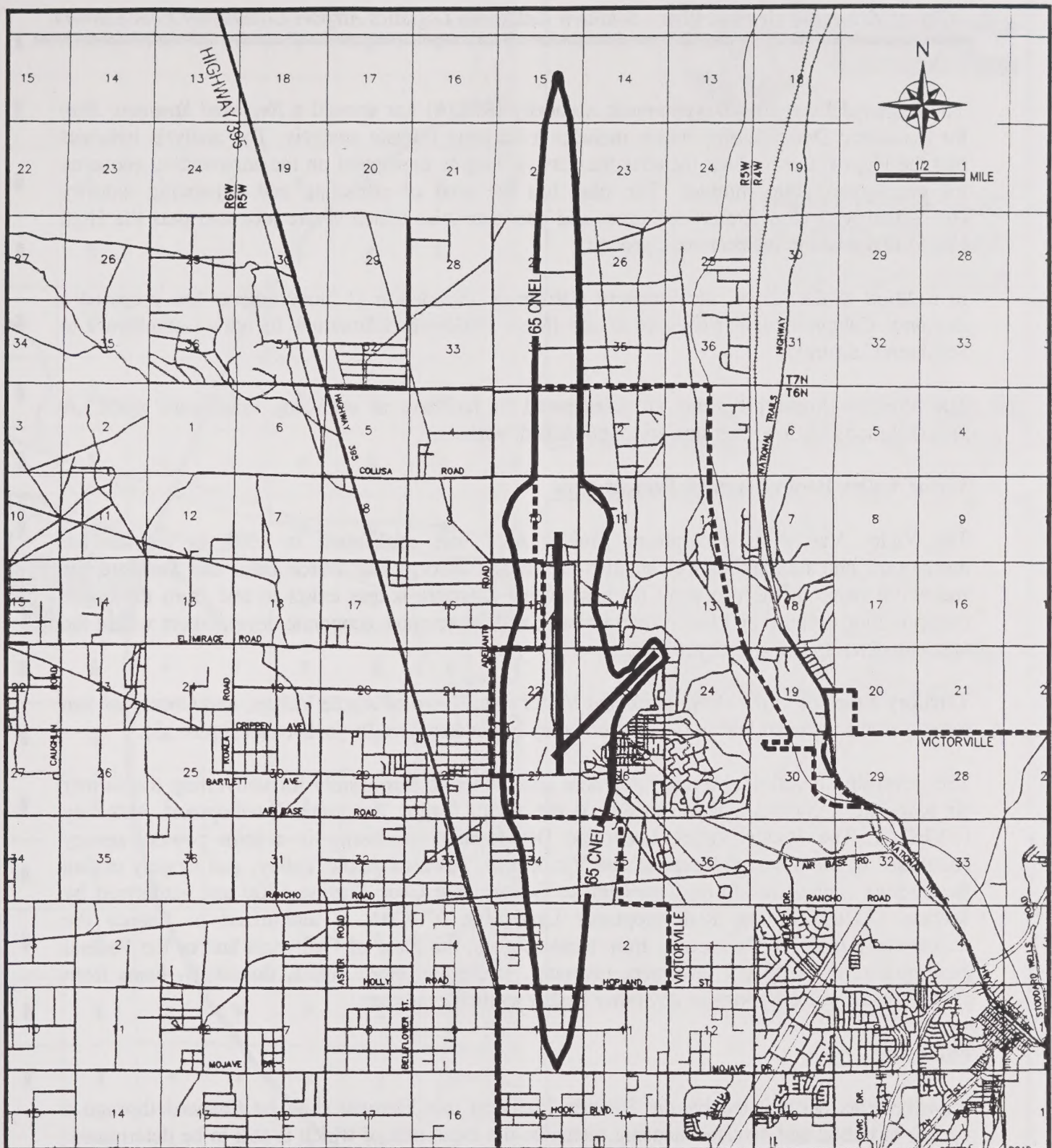
LEGEND:

- = City Limit
- = 65dB Noise Contour

FIGURE 11

Victorville
General Plan





S.C.L.A. Future Noise Contours

LEGEND

- = City Limit
- = 65db Noise Contour

FIGURE 12

Victorville General Plan



The Regional Economic Development Authority (REDA) has created a *Regional Strategic Plan for Economic Development*, which includes a business climate analysis. The analysis indicates that the High Desert, which includes the City, is largely dependent on the surrounding economy for employment opportunities. The plan has the goal of attracting and expanding industry compatible with High Desert resources and characteristics which create jobs and puts the High Desert in a position for economic growth.

In addition to the above, the Southern California Association of Governments has prepared a *Regional Comprehensive Plan and Guide* (May 1995) which attempts to attract employers to Southern California.

The aforementioned programs are anticipated to facilitate in attracting employers to SCLA providing jobs for low, medium and high skilled workers.

Victor Valley Redevelopment Project Area

The Victor Valley Redevelopment Project Area was established in 1993 to provide the mechanism and funding to: (1) acquire the former George Air Force Base and facilitate the successful reuse of the property; (2) ensure that adequate access exists to and from the major transportation systems and the former air base; and (3) promote economic development within the area surrounding the former air base.

Territory from the cities of Hesperia and Victorville, Town of Apple Valley, and County of San Bernardino is included within the Victor Valley Redevelopment Project Area (Figure 13).

The governing board of the redevelopment area which is responsible for converting the former air base into a civilian aviation facility is the Victor Valley Economic Development Authority (VVEDA). The Victor Valley Economic Development Authority is a joint powers agency comprised of the cities of Hesperia and Victorville, Town of Apple Valley, and County of San Bernardino, which was formed pursuant to Government Code Section 6500 and authorized by Section 33320.5 of the Redevelopment Law. The VVEDA is authorized to finance the development plan with assistance from local sources, the State of California and/or the Federal government, property tax increment revenues, interest income, bonds, donations, loans from private financial institutions or any other legally available sources.

Financing

Improvements necessitated by the Specific Plan and this Element shall be financed through a variety of public and private financing methods, the exact mix of which is still to be determined. It is the intent that adequate public services and improvements are financed in the most cost-effective manner, with emphasis placed on spreading the cost of the improvements to the areas of benefit. Such financing methods will, as previously discussed, include Redevelopment Agency (RDA) tax increment monies, other potential financing sources include: assessments levied pursuant to the provisions of the Municipal Improvement Act of 1913; California Streets and Highways Code Section 1000 et seq.; special taxes pursuant to the Mello-Roos Facilities Act of

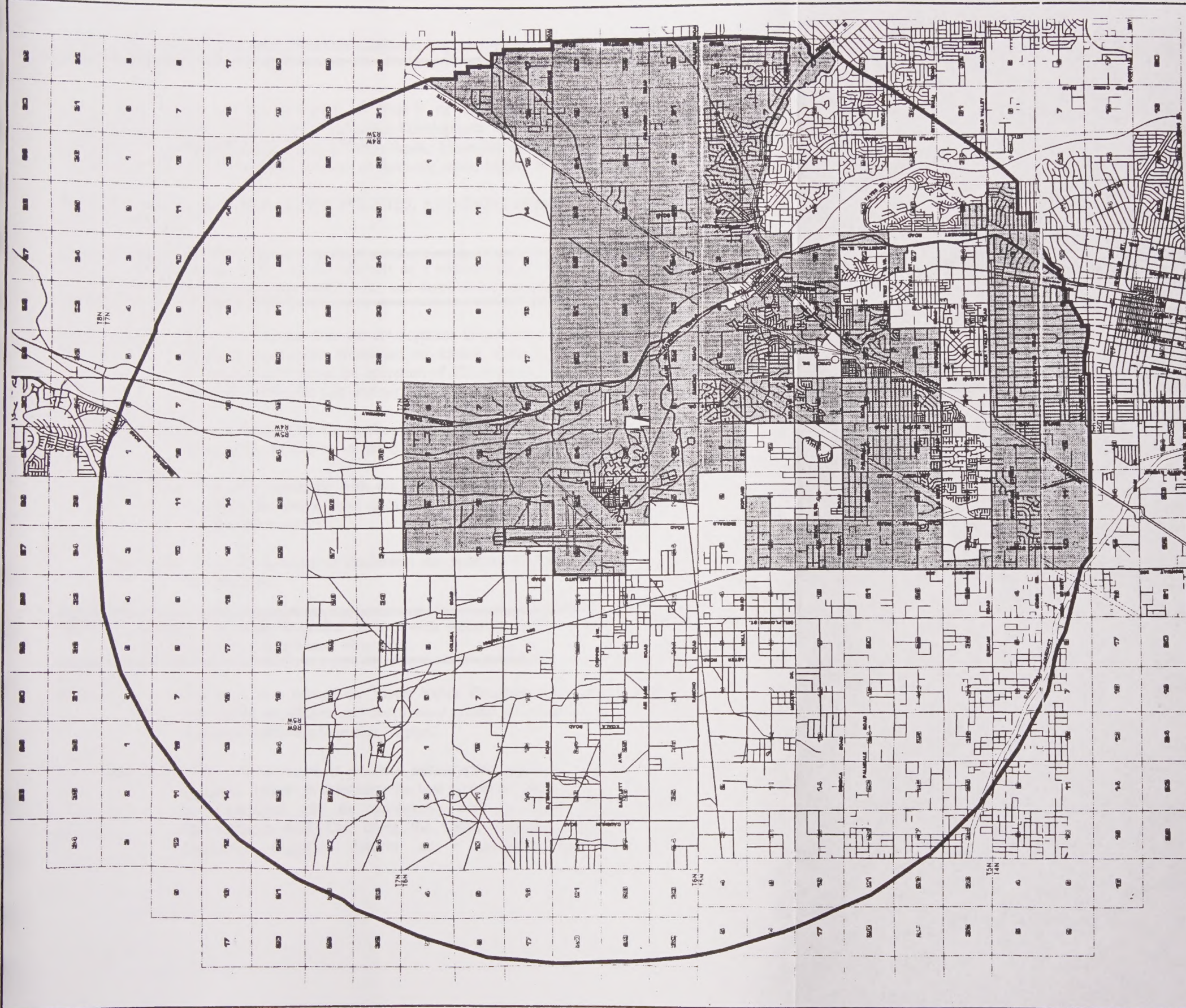
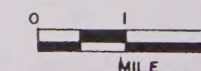
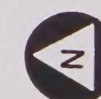


VICTOR VALLEY
REDEVELOPMENT
PROJECT AREA

FIGURE 13

Legend

-  = 8 Mile Buffer from SCIA Boundary
-  = VVEDA Redevelopment Project Area



1982, being Chapter 2.5 of Division 2 of Title V of the California Government Code, commencing at Section 53311 thereof; Industrial Development and Mortgage Revenue Bonds; Community Development Block Grant (CDBG) funds; Economic Development Administration (EDA) funding; and other available methods of financing public infrastructure improvements.

Error! Bookmark not defined.GOALS, POLICIES, AND IMPLEMENTATION MEASURES AND PROGRAMS

GOAL 1: Southern California Logistics Airport as a commercial air facility with associated uses integrated into, compatible with, and supportive of its operation.

POLICY 1.1: The City will promote the development of compatible land uses in the area affected by airport operations to ensure that there is no conflict or inconsistency between the operation of SCLA as a civilian airport and future land uses within the City and surrounding area.

Imp. 1: The City will adopt the Comprehensive Airport Land Use Plan and coordinate its adoption by the County of San Bernardino and the City of Adelanto.

Imp. 2: The City will coordinate with the County of San Bernardino and the City of Adelanto to ensure land uses surrounding Southern California Logistics Airport are compatible.

Imp. 3: The City will continue to implement the Southern California Logistics Airport Specific Plan.

GOAL 2: Southern California Logistics Airport with infrastructure necessary to reach its operational and developmental objectives.

POLICY 2.1: The City, as a part of the Victor Valley Economic Development Authority, will ensure an efficient and coordinated system of infrastructure is provided at Southern California Logistics Airport.

Imp. 1: The City will continue to evaluate infrastructure needs at Southern California Logistics Airport to determine the best systematic approach for its installation in conjunction with its membership with the Victor Valley Economic Development Authority, using the CRSS Activation Plan for Southern California Logistics Airport as a guideline for implementation.

GOAL 3: Southern California Logistics Airport with minimal risk to public health and safety.

POLICY 3.1: The City will make efforts to safeguard the general welfare of the inhabitants within the vicinity of the airport by minimizing exposure to crash hazards associated with aircraft operations.

Imp. 1: The City will utilize the Comprehensive Airport Land Use Plan which identifies object free areas and safety review areas which provides height, density and use restrictions.

Imp. 2: The City will review projects within the area covered by the Comprehensive Airport Land Use Plan to ensure that the use or development is compatible with airport operations.

POLICY 3.2: The City will make efforts to safeguard the general welfare of the inhabitants within the vicinity of the airport by minimizing the average noise levels deemed to be excessive.

Imp. 1: The City will utilize the Comprehensive Airport Land Use Plan to determine if a proposed use would be negatively impacted by excessive noise levels.

Imp. 2: The City will implement the Southern California Logistics Airport Specific Plan which separates land uses based on, among other criteria, noise sensitivity.

Imp. 3: The City will periodically reevaluate the noise model by using the type of aircraft and number of events to ensure that land uses are separated based on noise sensitivity.

Imp. 4: The City will continue to separate noise sensitive land uses from the 65 CNEL contour.

POLICY 3.3: The City will continue dialogue with the Victor Valley Economic Development Authority on Southern California Logistics Airport to discuss issues related to public health and safety.

Imp. 1: The City will continue to hold periodic meetings with the airport operator to ensure that aircraft operations comply with established flight patterns and procedures.

Imp. 2: The City will continue to request data collection on airport operations, such as type of aircraft and number of events, to be used for noise modeling.

Imp. 3: The City will continue to discuss with the Victor Valley Economic Development Authority their use of the tax increment and grants in ways that benefit public safety, such as road improvements.

Imp. 4: The City will ensure that the Victor Valley Economic Development Authority disposes of hazardous waste generated at Southern California Logistics Airport properly.

GOAL 4: Southern California Logistics Airport as a key element for job creation in the City.

POLICY 4.1: The City will continue to make efforts to attract jobs to Southern California Logistics Airport.

Imp. 1: The City will continue to actively participate in the joint powers redevelopment agency to ensure appropriate assistance to businesses that maximize job opportunities by utilizing mechanisms such as the Local Agency Military Base Recovery Area incentives, Economic Development Authority grants, and Redevelopment Agency funds to attract employers.

Imp. 2: The City will continue to evaluate all available means to attract jobs.

Imp. 3: The City will support development of employment generating projects, such as the proposed Federal prison.

CITY OF VICTORVILLE GENERAL PLAN



OLD TOWN COMMUNITY PLAN ELEMENT

TABLE OF CONTENTS

	<u>Page</u>
INTRODUCTION	1
Reason for Focus on "Old Town"	1
PURPOSE	1
OPPORTUNITIES AND CONSTRAINTS	2
Opportunities	2
Constraints	3
GOALS	3
COMMUNITY DEVELOPMENT PLAN	3
Store Front Commercial Land Use Category	4
Existing Uses	4
Intent	4
Objectives	4
Building Concept	4
Service Commercial Land Use Category	9
Existing Uses	9
Intent	9
Objectives	9
Building Concept	9
Residential Single Family Land Use Category	10
Existing Uses	10
Intent	10
Objectives	10
Building Concept	10
Residential Apartment Land Use Category	10
Existing Uses	10
Intent	11
Objectives	11
Building Concept	11
ECONOMIC REVITALIZATION PLAN	11
Intent	11
Objectives	11
Anchor Uses	13
Special Events	13
Historic Sites	13

Funding Programs	16
INFRASTRUCTURE PLAN	16
Intent	16
Objectives	17
Sewer and Storm Drain Systems	17
Utilities	20
Circulation	20
Bus Routes and Shelters	20
Parking	20
Public Improvements	28
SAFETY PLAN	28
Intent	28
Objectives	28
Seismic Retrofit	28
HOUSING PLAN	29
Intent	29
Objectives	29
Housing Options	29
IMPLEMENTATION STRATEGY	29
Intent	29
Objectives	29
Specific Plan	29
APPENDIX A	
APPENDIX B	

LIST OF FIGURES

	<u>Page</u>
Figure 1 "Old Town" Land Use Policy Map	5
Figure 2 Commercial Building Area and Number of Parking Stalls	6
Figure 3 Store Front Commercial Streetscape	8
Figure 5 Residential Building Concept	12
Figure 6 Transit Center	14
Figure 7 Historic Structures	15
Figure 8 Sewer Location Map	18
Figure 9 Storm Drain Location Map	19
Figure 10 Overhead Utilities	21
Figure 11 Water Line Location Map	22
Figure 12 Natural Gas	23
Figure 13 Bus Shelter Concept	24
Figure 14 On-Street Parking	25
Figure 15 Gateways.	26
Figure 16 Forrest Park	27

INTRODUCTION

The Old Town Community Plan Element process was initiated in response to the City Council's efforts to revitalize the "Old Town." A "Downtown Blue Ribbon Committee" was formed for the purpose of developing recommendations for revitalizing the Old Town area. The Old Town Community Plan Element incorporates the efforts of the Downtown Blue Ribbon Committee as outlined in The "NEHW" Old Town Plan (Appendix A).

Reason for Focus on "Old Town"

The area which is the focus of this Element served functionally as Victorville's downtown until the mid-1960's. In order to have a downtown that serves as a regional center it must contain the following:

1. A governmental center;
2. Retail stores;
3. Offices; and
4. Residences, both permanent and transient.

Most downtowns retained these regional functions until the 1950's when the growth of suburban areas captured retail trade (regional shopping centers), as well as most residential uses, leaving downtowns with primarily only two functions: regional government centers and office centers, and to a lesser degree, transient residences in hotels.

In Victorville the downtown lost its traditional downtown functions in all of the above land uses to the construction of the Interstate Highway 15/Palmdale Road/Seventh Street intersection, creating the most visible intersection in Victorville, which attracted the traditional downtown functions. Further, the retail functions since the 1960's have dispersed throughout the City. Consequently, any revitalization effort should not attempt to wholly recapture these functions but should focus efforts on enhancing the unique historic and pedestrian-oriented aspects of this area, such as: small lots, sidewalks, and small scale, low rise structures.

PURPOSE

The intent of The Old Town Community Plan Element is to encourage the revitalization of the Old Town commercial and residential land uses as well as provide incentives for future development through a set of internally consistent development guidelines. This Community Plan Element describes existing conditions and establishes goals, objectives and an implementation strategy to promote revitalization of The Old Town with special emphasis on business retention, attraction of future commercial development, improvement of public infrastructure, expansion of housing opportunities as well as meeting housing needs, and establishing community design standards.

OPPORTUNITIES AND CONSTRAINTS

This section discusses existing and future conditions within The Old Town that offer either an opportunity for achieving the goals of this element or present a constraint which will require creative solutions to overcome. In some cases a condition or plan may be listed as both an opportunity and a constraint.

Opportunities

Existing Housing

The existing homes can be rehabilitated at a lower cost than would be required to construct new homes. Funding sources are available for rehabilitating residences as outlined in the City of Victorville Housing Element.

Mojave River Corridor Plan

The Mojave River Corridor Plan would serve pedestrians and equestrians with a system of trails. Signage identifying, directing and describing the available trail systems, natural features and brief history behind the development of the Corridor could attract interest.

Transit Center - Destination

The Transit Center proposed for location at the northwest corner of "D" Street and Sixth Street creates destination oriented traffic and provides an opportunity for increased business activity in the Old Town. This destination traffic comes from train service, multiple bus services and a park-n-ride facility. These modes of transportation would provide intra- and inter-City transportation.

Historic Structures

Some existing historic buildings could be identified as unique points of interest. In addition, signage indicating the history of each site and its significance to the community could be placed at each location.

Storefront windows along Seventh Street

The existence of buildings with storefront windows along Seventh Street at a pedestrian scale serves as an example for future development of this area.

Existing small lots

The existence of small lots in residential and commercial areas encourages placement of homes and businesses close to front property lines with the use of porches and awnings respectively setting examples for human scale development.

Existing infrastructure: streets, sidewalks, drainage, sewers, utilities

Maintaining existing streets, sidewalks and utility pipes and lines costs less than constructing new improvements.

Constraints

S.C.E. Substation

The visually unpleasant sight of the substation, located on the east side of Sixth Street between "B" and "C" Streets, will have to be addressed. Walls could be erected at a height greater than six feet with landscape materials to partially obscure the facility. The existing parking lot to the east could continue to serve as a buffer with additional landscaping materials.

Overhead utility lines

Undergrounding utility lines would be very costly, involving the disruption of vehicular and pedestrian traffic as well as day to day operations of adjacent businesses.

Existing auto related businesses in conflict with pedestrian activity

The two existing fuel dispensing facilities and the auto repair shop on Seventh Street appear to be well maintained, viable businesses which do not fit the intended atmosphere of the storefront commercial district. The Old Town plan will have to integrate these auto related uses into the pedestrian theme without creating policies which affect their existence.

GOALS

The following goals provide public and private policy direction in addition to those outlined in other elements for all revitalization efforts in the Old Town area.

- Goal 1: Recognize that the traditional downtown Victorville no longer functions as such and should be recognized as a unique, historic old town area.
- Goal 2: Any revitalization effort should recognize the need to integrate physical development with economic and social programs.
- Goal 3: Revitalization of the Old Town should be centered around existing infrastructure and parcel configuration which emphasize a unique pedestrian-oriented environment.
- Goal 4: Consideration should be given to a market study which could more accurately assess and define business opportunities in order to ensure the success of private business revitalization in the Old Town.

COMMUNITY DEVELOPMENT PLAN

The Community Development Plan establishes development patterns, identifies four land use categories and the general intent of each category based upon the previously stated goals for the Old Town community which encompasses an approximate area of 173 acres (Figure 1).

Store Front Commercial Land Use Category

Existing Uses

This portion of the Old Town contains various service and retail uses, restaurants and offices including an automobile sales lot, furniture store, auto repair facility and gas station, as well as a mix of low and high density residential uses (APPENDIX B). The Store Front Commercial area contains the Old Town's only public parking lot located at the northwest corner of Eighth and "C" streets. This commercial area also contains seven privately owned parking lots which currently function as public parking (Figure 2).

Intent

This category is intended to enhance the existing commercial uses while encouraging development of mixed uses. The Old Town store front area would encourage uses which attract high volumes of pedestrian traffic during the day and evening hours.

Objectives

The following objectives are specific to the Store Front Commercial land use category:

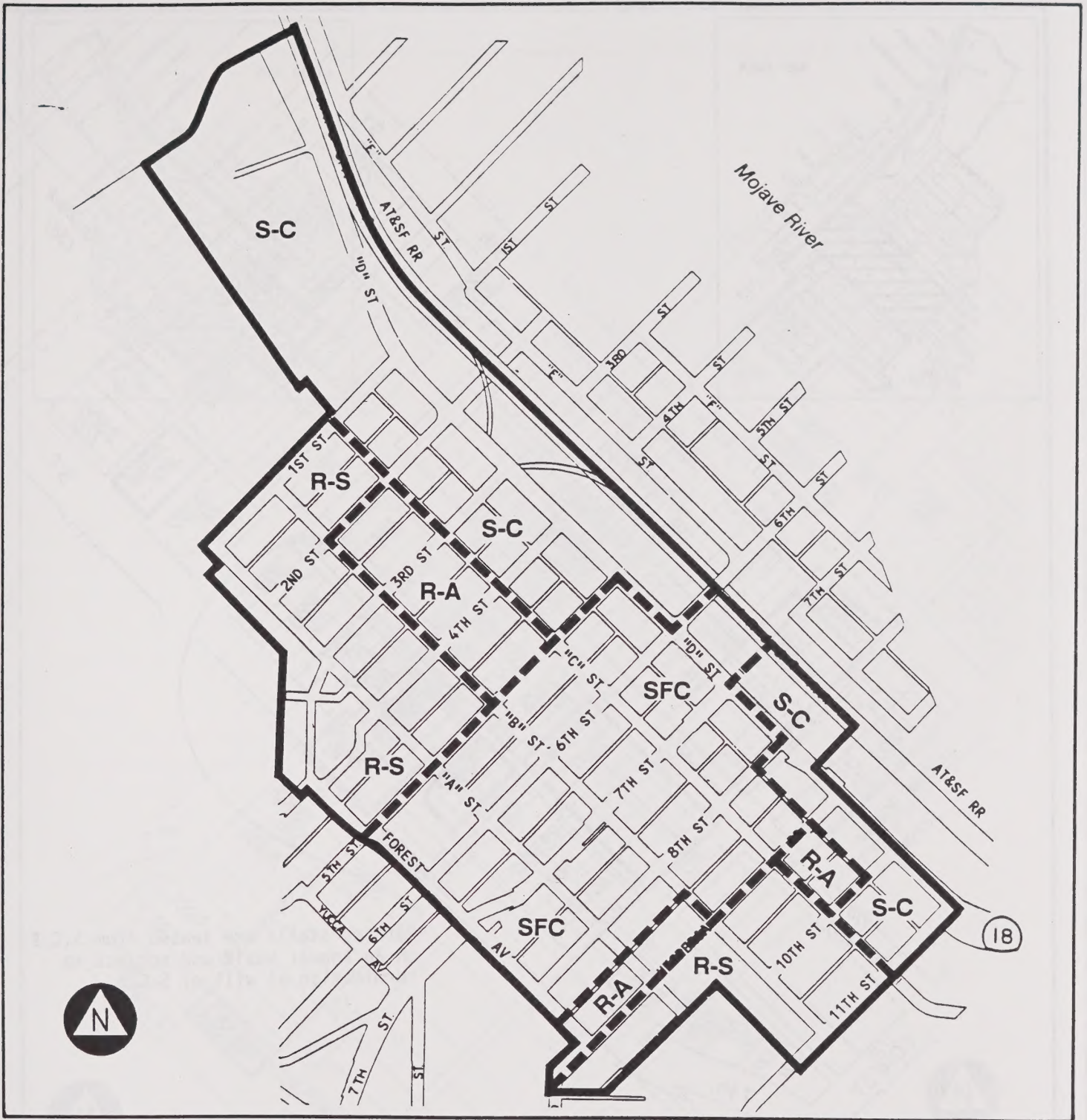
- Encourage the development and/or expansion of restaurants to include outdoor eating and cooking areas.
- Develop a street furniture program to accommodate pedestrians.
- Widen sidewalks to accommodate pedestrian and outdoor commercial activities.
- Encourage development of housing units above commercial use buildings.
- Encourage human-scale, pedestrian-oriented development.
- The Store Front Commercial Category should reflect a functionally unified commercial shopping area.

The Store Front Commercial area would feature wide sidewalks and street furniture such as benches, ornate street lights, trash receptacles and street trees to enhance the pedestrian friendly atmosphere (Figure 3).

Building Concept

Buildings within the Store Front Commercial category should incorporate pedestrian scale development with openings such as windows and glass doors, as well as outdoor eating areas, to encourage interaction between the activity on the sidewalks and the commercial uses.

Mixed use developments would be encouraged in order to allow development of housing units on upper floors. This would provide additional housing options allowing residents to walk to commercial services and public transportation facilities.



Land Use Policy Map

LEGEND:

———— = "Old Town" Boundary

- - - - - = Land Use Boundary

SFC = Store Front Commercial

S-C = Service Commercial

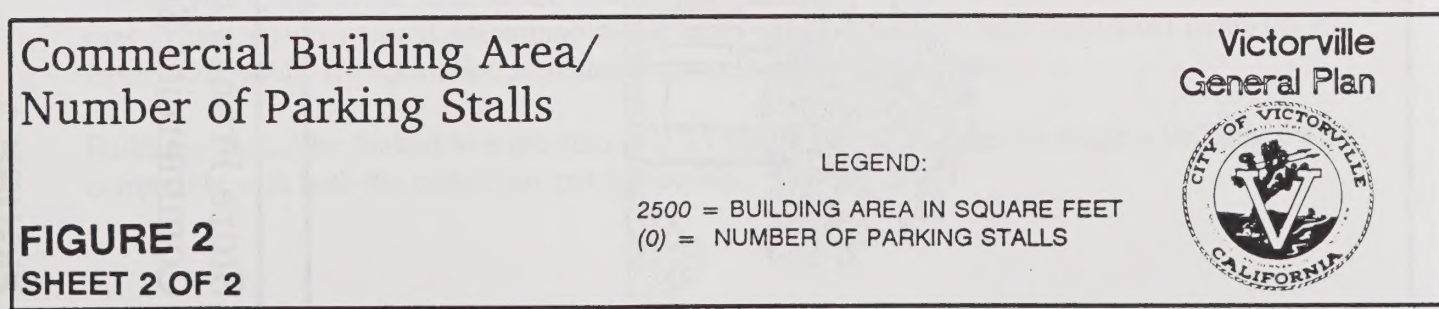
R-A = Residential Apartment

R-S = Residential Single Family

Victorville
General Plan



FIGURE 1





Store Front
Commercial Streetscape

FIGURE 3

Victorville
General Plan



Buildings should be limited to a maximum of 30 feet in height in order to retain a pedestrian scale. Uses should be visible and easily accessible from the sidewalk.

A maximum building floor area ratio equal to the area of the subject lot (1:1) would encourage more intensive commercial use while eliminating unused land which would interfere with the intended interaction between pedestrians and commercial uses.

Furthermore, mandating zero front yard and side yard setbacks would enhance the interaction between pedestrians and business activities as stores would abut the sidewalk and adjacent structures. Rear yard setbacks would not be permitted unless it can be shown that such setback will not adversely affect adjacent properties.

Service Commercial Land Use Category

Existing Uses

This area consists of automobile repair shops, automobile sales, fuel dispensing facilities, a few convenience stores and shops and mobile home parks (APPENDIX B). Further, through the use of a Restricted Industrial overlay certain restricted industrial uses will be allowed so long as they: (1) do not interfere with the existing commercial uses; (2) are small in scale with a limited number of employees, and (3) do not create traffic congestion.

Intent

This category is intended to accommodate the traveler, motorist and local residents since "D" Street (Highway 18) will continue to serve as a significant transportation route for inter-city traffic.

Objectives

The following objectives are specific to the Service Commercial land use category:

- Encourage the development of services which enhance the multi-modal transit center.
- Continue to promote the development of uses to serve the needs of motorists and promote infill development including the use of existing vacant buildings with potential restricted industrial uses.
- Develop a street tree program to reduce the visual impact of existing uses.

Building Concept

The Service Commercial area would encourage automobile related services with intensive retail uses. These services would accommodate the many modes of travel from individual motorists to those using public transportation provided at the proposed transit center.

Buildings should be limited to a maximum of 35 feet in height in order to retain a building scale compatible with both the pedestrian and automobile.

A recommended maximum building floor area ratio equal to 80 percent of the subject lot would allow for off-street parking in order to afford bus, taxi and private vehicles the maximum right-of-way possible along "D" Street (Highway 18).

Front and street side yard setbacks of 10 feet would be required in order to provide appropriate site distance protection between vehicles as well as vehicles and pedestrians. Rear and interior side yard setbacks would not be required except where adjacent to a residential zone or alley.

Residential Single Family Land Use Category

Existing Uses

These areas contain primarily single family residences intermixed with some medium and high density units including duplexes and four-plexes (Appendix B). The majority of lots are seven thousand one hundred (7,100) square feet but range in area from three thousand five hundred (3,500) square feet to a few scattered half acre and larger lots comprised primarily of apartment complexes and vacant properties.

Intent

This category encourages rehabilitation of existing housing units and development of new, low-density, pedestrian-oriented single family dwelling units. New types of housing projects would be encouraged to accommodate persons with non-traditional housing needs.

Objectives

- ° Encourage rehabilitation of existing housing units which functionally interact with the street.
- ° Encourage designs which accommodate human activity rather than the automobile.

Building Concept

Existing and new residential units should retain or incorporate porches and balconies located on front and street side property lines. Entrances should be oriented to the sidewalk with garages being oriented to the alleyways. Facades should be detailed and utilize materials that create interest (Figure 5).

Residential Apartment Land Use Category

Existing Uses

These areas contain single family residences intermixed with medium and high density units including duplexes, four-plexes and one trailer park (Appendix B). The overwhelming majority of lots are seven thousand one hundred (7,100) square feet but range in area from three thousand five hundred (3,500) square feet to a few scattered half acre and larger lots comprised primarily of apartment complexes, a trailer park, commercial and public civic uses, and vacant properties.

Intent

This category encourages development of high density, multiple family housing projects while allowing for the development of single family residences. Such projects would require designs emphasizing the importance of people and pedestrians rather than the automobile. This category would also function as a buffer between the commercial land use categories and the residential single family land use categories, while concentrating population near commercial services and public transportation.

Objectives

- Promote development of various housing types to serve those who do not desire the traditional automobile-oriented, detached single family residential subdivision.
- Promote an increase in the concentration of population near commercial and public transportation facilities.

Building Concept

Buildings should be limited to a maximum of two floors or 25 feet to retain a pedestrian scale (Figure 5).

A recommended maximum building floor area ratio equal to 50 percent of the subject lot would allow for design flexibility and off-street parking.

Front and rear yard setbacks of 10 feet would be required. Interior and street side yard setbacks of 5 feet would be required. The setbacks would allow for penetration of light and air (ventilation) as well as landscaping for recreational space. However, porches would be permitted to extend up to front and street side yard property lines.

ECONOMIC REVITALIZATION PLAN

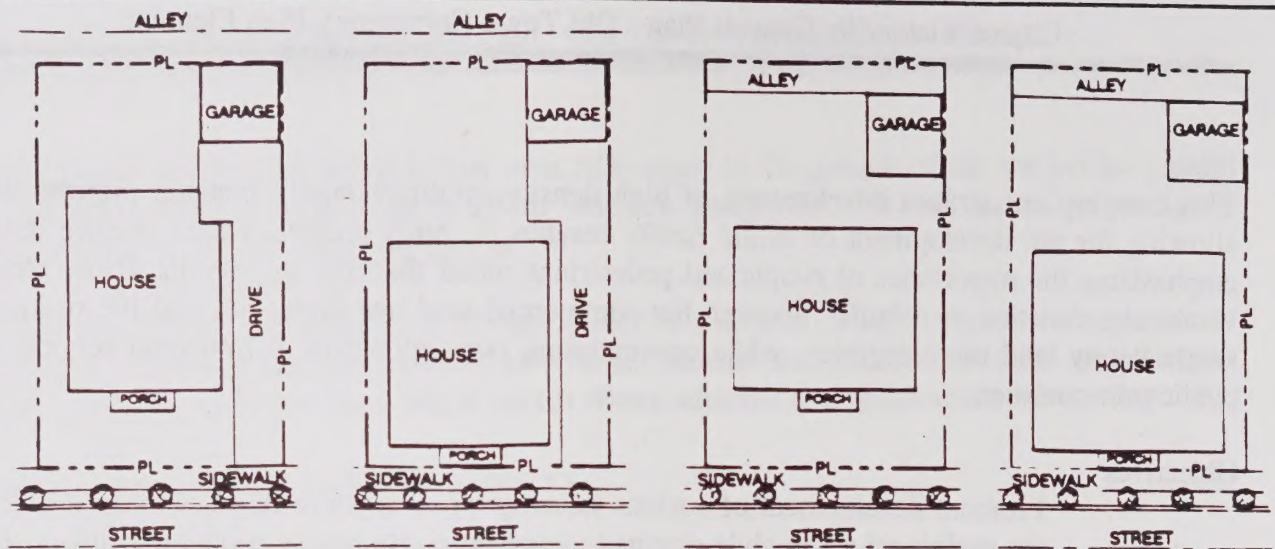
Intent

The Economic Revitalization Plan is intended to assist in bringing people and activity to the Old Town. In addition, this plan will list potential funding programs which may be used to pay for improvements in the Old Town area.

Objectives

The following objectives are in addition to those listed under specific land use categories:

- Continue efforts to capture anchor uses which will promote the area as a destination.
- Establish a program of regularly conducted special events to initially attract visitors to the Old Town.



Residential Building Concept

FIGURE 5

Victorville
General Plan



- ° Encourage the promotion and preservation of known historic structures while researching the potential for undesignated historic buildings within the Old Town.

Anchor Uses

The City will continue its efforts towards the construction of the multi-modal transit center which will create an activity center by combining train service, greyhound, commuter and local bus services, vanpool program and a park-n-ride facility (Figure 6). The proposed location of the building structure adjacent to the corner of "D" and Sixth streets, across from Forrest Park and a short walk from the Store Front Commercial area, makes the center visible and easily accessible. Most importantly, the transit center will function as a destination bringing people, specifically pedestrians, to the Old Town. The transit center is being funded by a federal grant from the Congestion Mitigation and Air Quality Improvement (CMAQ) fund and a state grant from Transportation Systems Management (TSM).

The City will continue to examine the potential for locating public services such as a post office, library or other governmental facilities within the Old Town to further promote the area as a destination.

Special Events

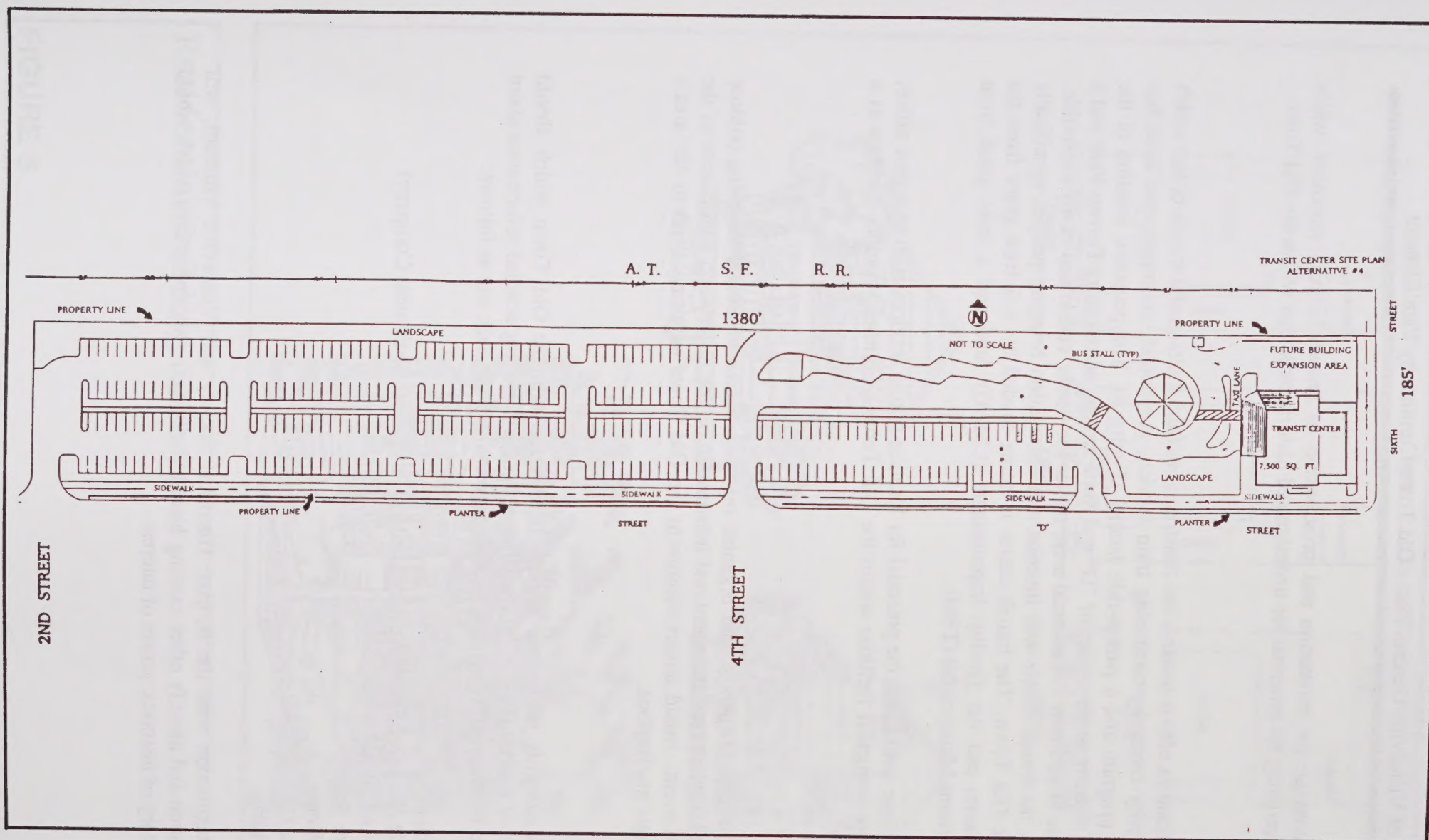
The Old Town Business Owners should organize regularly conducted events featuring outdoor cooking, sales and displays, entertainment and information on the history and significance of the old Town. These events would attract visitors to the Old Town exposing them to the area's potential as a unique marketplace.

Historic Sites

There are seven currently recognized historic buildings within the Old Town which should function as points of interest (Figure 7). Descriptive signage including detailed information about each building and its historical significance should be established at each site as follows:

- Barrel House
- Victorville Hardware Store (Western Outdoor Power and Equipment Company)
- First National Bank
- Old Victor School
- Chantry House
- Methodist Church
- USO building

The City, in conjunction with the Mojave Historical Society and Victorville Museum, will continue to research and identify other existing historic buildings, sites and events which would add to the inventory of historical points of interest.

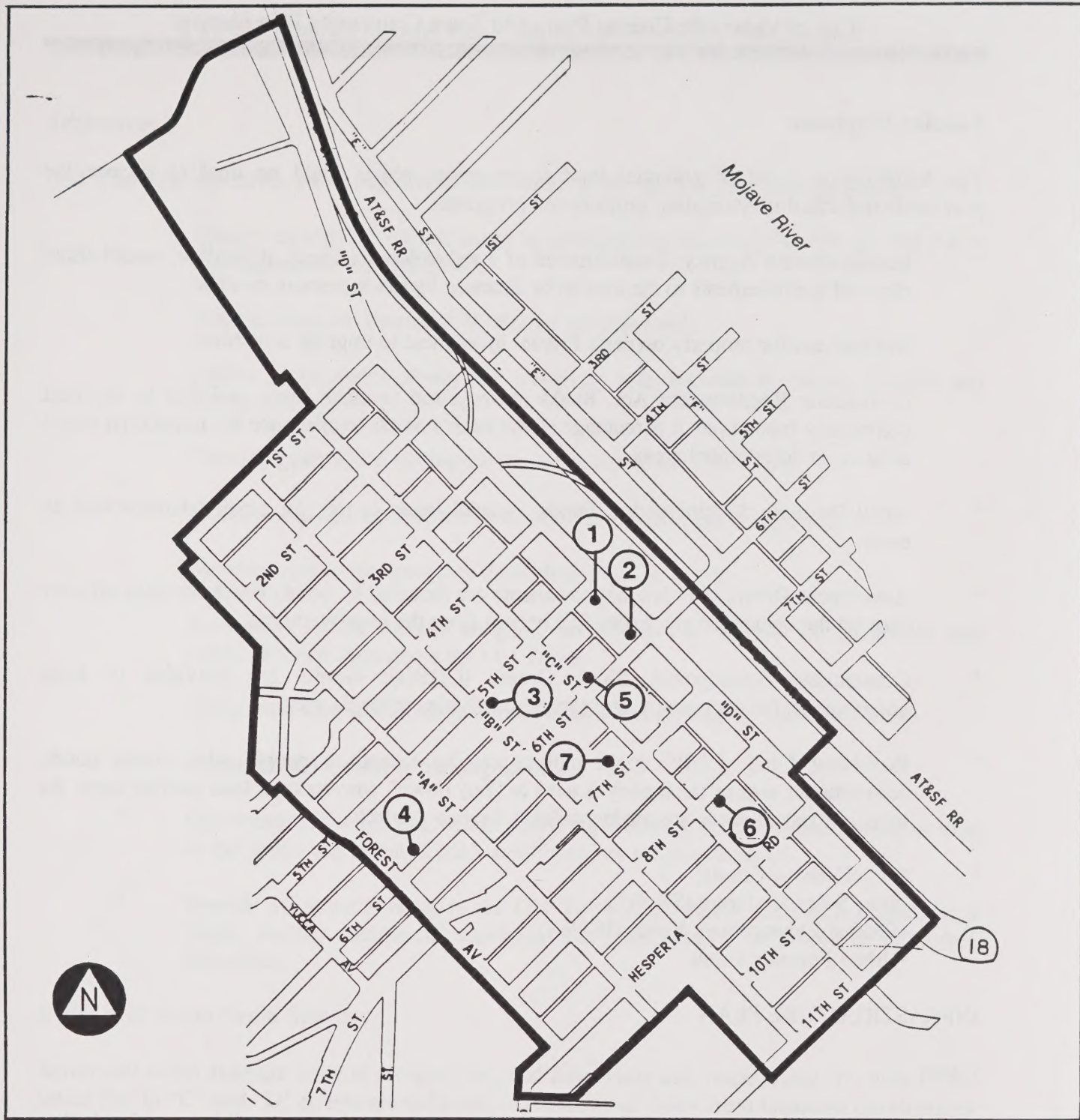


Transit Center

FIGURE 6

Victorville
General Plan





Historic Structures

LEGEND

1. Barrel House
2. First National Bank
3. Methodist Church
4. Old Victor School
5. The Chantry House
6. 8th Street Community Center
7. Victorville Hardware

Victorville General Plan



FIGURE 7

Funding Programs

The following is a list of potential funding programs which could be used to finance the previously described revitalization projects and programs.

- Redevelopment Agency: Establishment of a redevelopment area, if feasible, would allow physical improvements to the area to be financed by tax increment revenue.
- Business and/or property owners: Private investment to upgrade structures.
- Community Reinvestment Act: Banks are required to make loans available to the local community based upon a percentage of the bank's assets to eliminate the intentional denial of loans in deteriorated areas.
- Small Business Administration Funds: Special loans to pay for small business start-up costs.
- Assessment Districts: Public improvements are financed by bonds which are paid off over time by the owners of properties that benefit from the improvements.
- Community Development Block Grants (CDBG): Grants are provided to local governments for community development activities in target areas.
- Revolving Fund: CDBG grant monies can be loaned to people who cannot obtain conventional loan or the money is used to "buy down" conventional loan interest rates. As loans are repaid funds are made available for new projects.
- Miscellaneous Grants:
 - State Sidewalk Grant (SB 821)
 - Federal Enhancement Funds (ISTEA)
 - Urban Forestry Grant

INFRASTRUCTURE PLAN

Intent

The intent of the Infrastructure Plan is to identify the existing conditions and whether improvements are required to maintain current capacities or will be required upon future development. Existing conditions and future improvements to the circulation system will also be discussed. Finally, this plan will list the various improvement concepts which are intended to aid in the creation of a unique image for the Old Town.

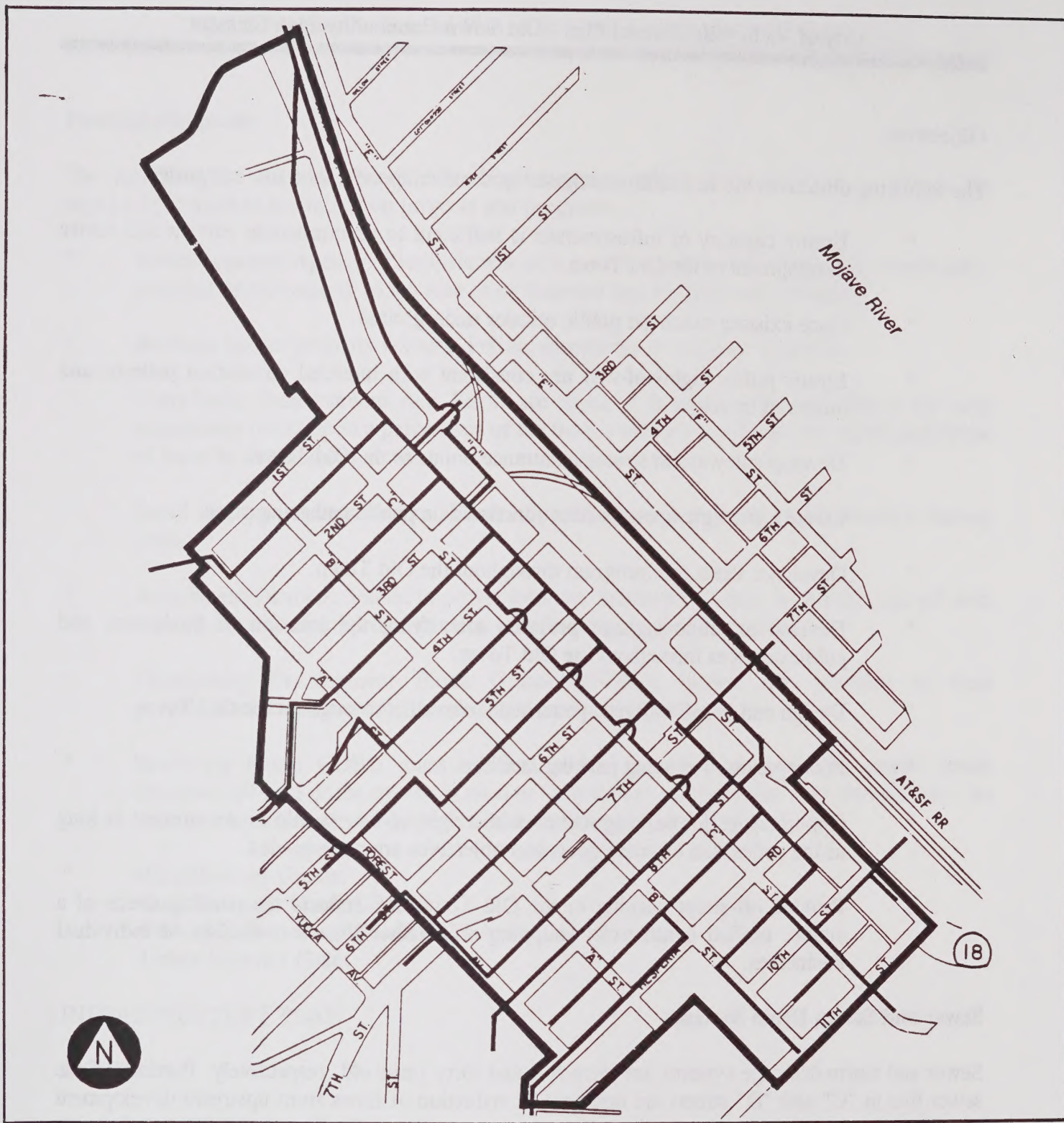
Objectives

The following objectives are in addition to those listed under specific land use categories:

- Ensure capacity of infrastructure is sufficient to accommodate current and future development in the Old Town.
- Place existing overhead public utilities underground.
- Ensure public rights-of-way are consistent with intended circulation patterns and modes of travel.
- Develop gateways at strategic entrance points to the Old Town.
- Create a strategic open space to function as a public gathering place.
- Develop a street tree program throughout the Old Town.
- Develop a public signage program identifying the location of businesses and public services throughout the Old Town.
- Design and install colored, patterned crosswalks throughout the Old Town.
- Preservation of existing parking facilities.
- Opportunities for parking within public right-of-way should be maximized as long as the pedestrian oriented goals and objectives are not impeded.
- Provide off-street parking in the Old Town that reflects the parking needs of a single, unified commercial shopping area rather than a collection of individual businesses.

Sewer and Storm Drain Systems

Sewer and storm drainage systems are sixty-five and forty years old, respectively. Portions of the sewer line in "C" and "D" streets are deficient. A reduction of flows from upstream development or an increase in sewage pipe capacity will be necessary (Figure 8). The existing storm drainage system is adequate to serve existing development; However, new development may require improvements to maintain the level of service (Figure 9).



Sewer Location Map

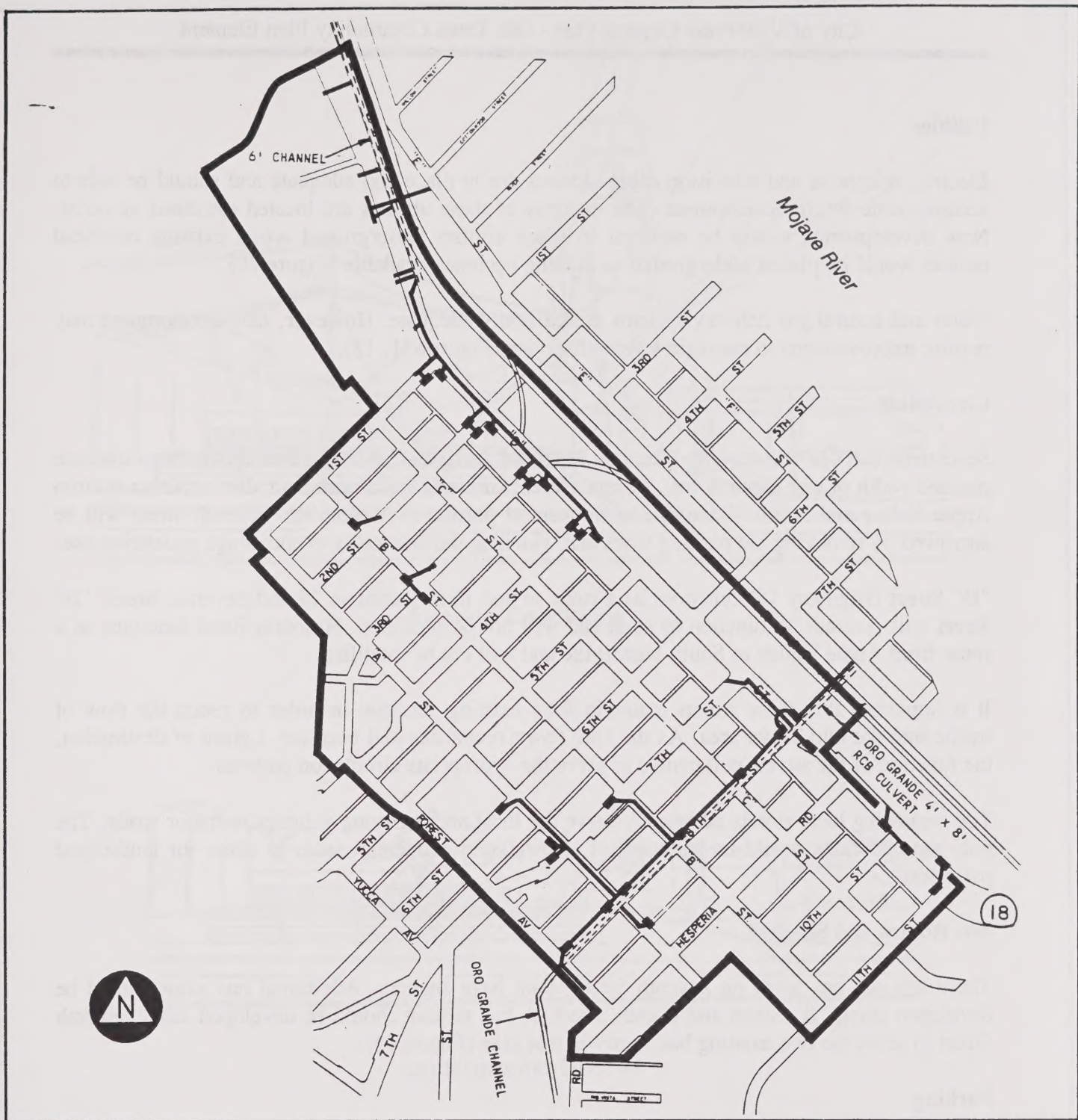
Victorville
General Plan

LEGEND:

— = SEWER PIPE



FIGURE 8



Storm Drain Location Map

LEGEND:

- = STORM DRAIN
- = CATCH BASIN

Victorville
General Plan



FIGURE 9

Utilities

Electric, telephone and television cable services are in place and adequate and should be able to accommodate future development. The majority of these utilities are located overhead on poles. New developments would be required to place utilities underground while existing overhead utilities would be placed underground as funding becomes available (Figure 10).

Water and natural gas delivery systems are currently adequate. However, new development may require improvements to maintain levels of service (Figures 11, 12).

Circulation

Seventh Street, "D" Street, and Hesperia Road are designated as major arterials with an ultimate planned width of one hundred feet. Seventh Street currently functions as an alternative route from Apple Valley and North Victorville to the central portion of Victorville. Seventh Street will be narrowed by removing the parking lanes and widening the sidewalks to encourage pedestrian use.

"D" Street (Highway 18) functions as a route to and from Interstate 15 and Seventh Street. "D" Street will continue to function as such and will not be modified. Hesperia Road functions as a route from Apple Valley to South Victorville and will not be modified.

It is important that these streets maintain their existing function in order to retain the flow of traffic into the Old Town area. As the Old Town revitalizes and becomes a point of destination, the function of the streets will evolve to serve the appropriate circulation patterns.

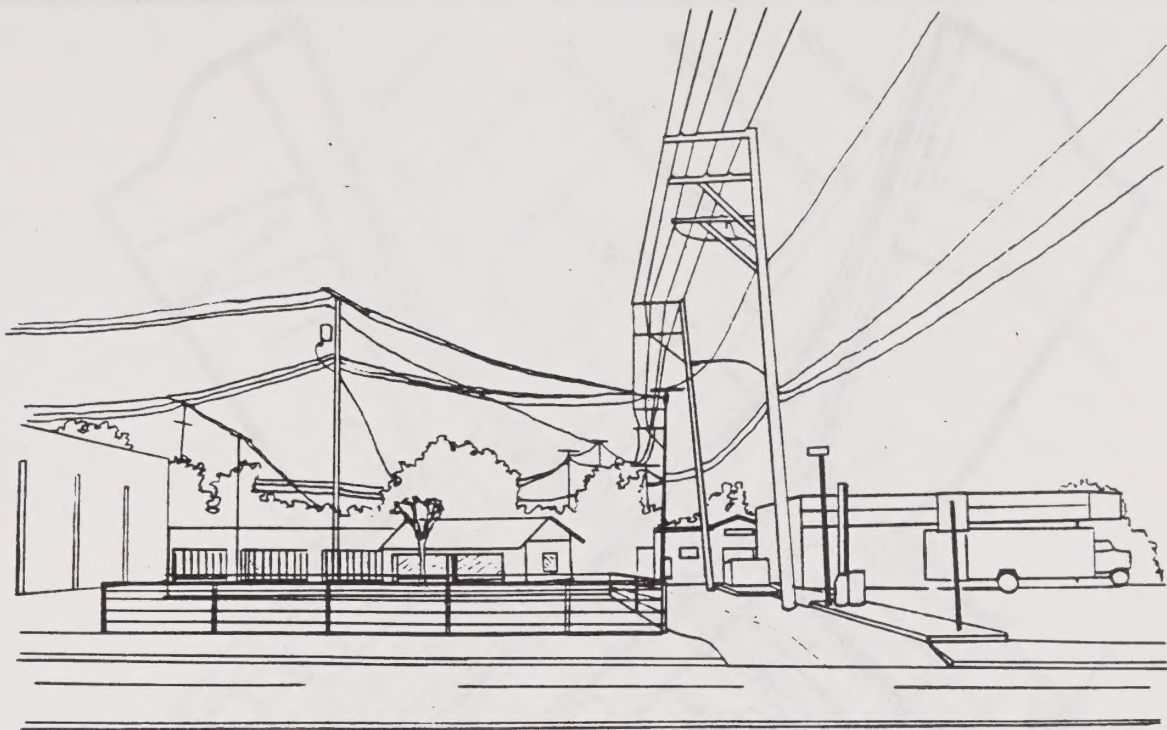
The remaining local streets adequately serve the local area carrying vehicles to major roads. The only modifications would be widening of sidewalks in residential areas to allow for landscaped parkways.

Bus Routes and Shelters

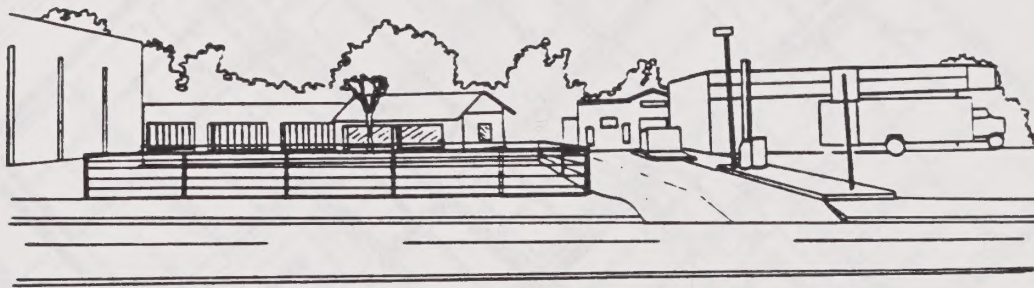
There are two bus stops on Seventh Street, both have shelters. Additional bus stops should be developed along "B" Street and Eighth Street. A bus turnout should be developed along Seventh Street to serve the two existing bus routes in that area (Figure 13).

Parking

On-street parking should be provided along "A" and "C" streets, and removed from Seventh Street. Privately owned parking lots should be acquired for use as public parking with added amenities such as lighting, landscaping and pathways (Figure 14).



Existing Conditions



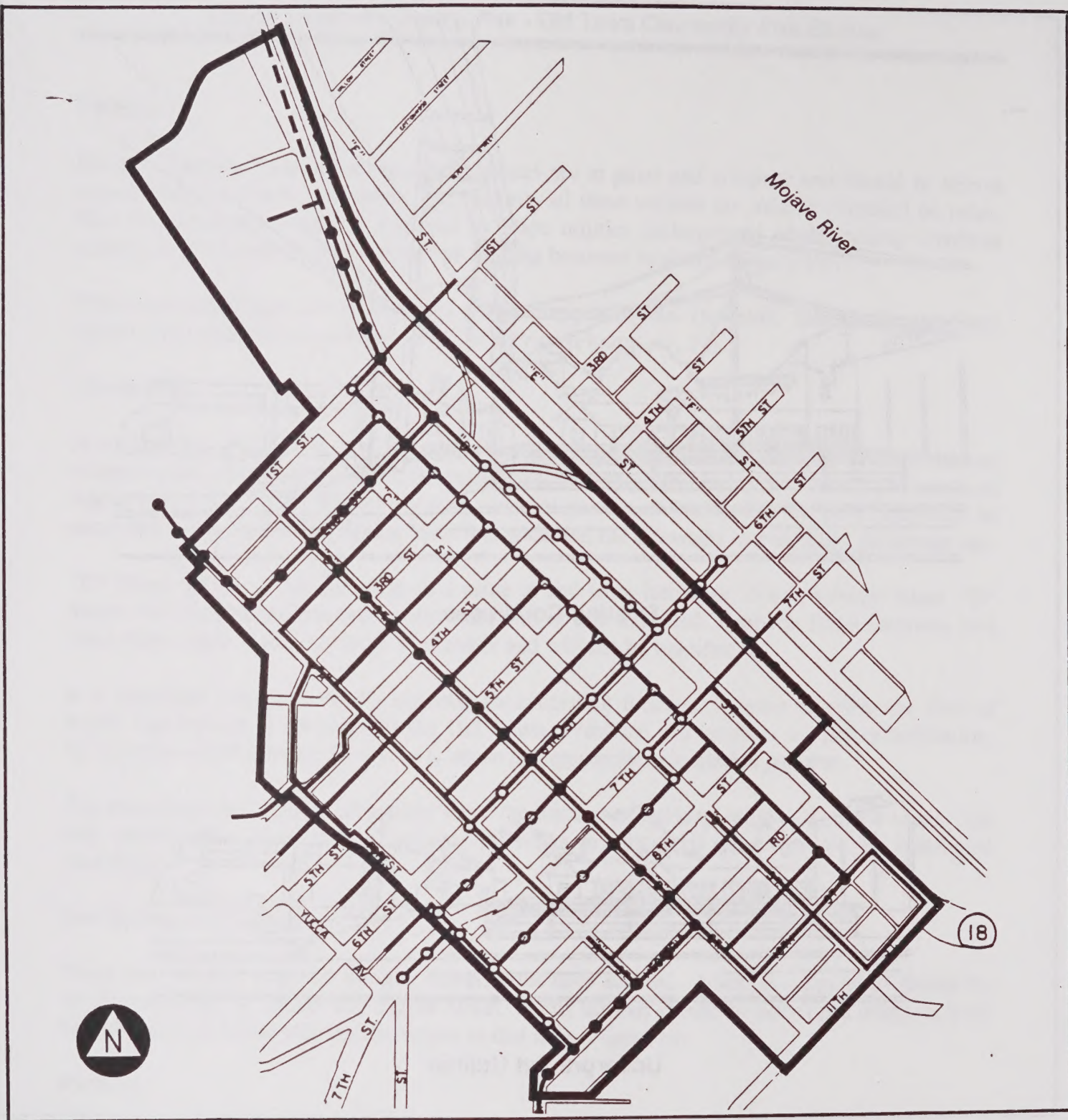
Underground Utilities

Overhead Utilities

Victorville
General Plan



FIGURE 10



Water Line Location Map

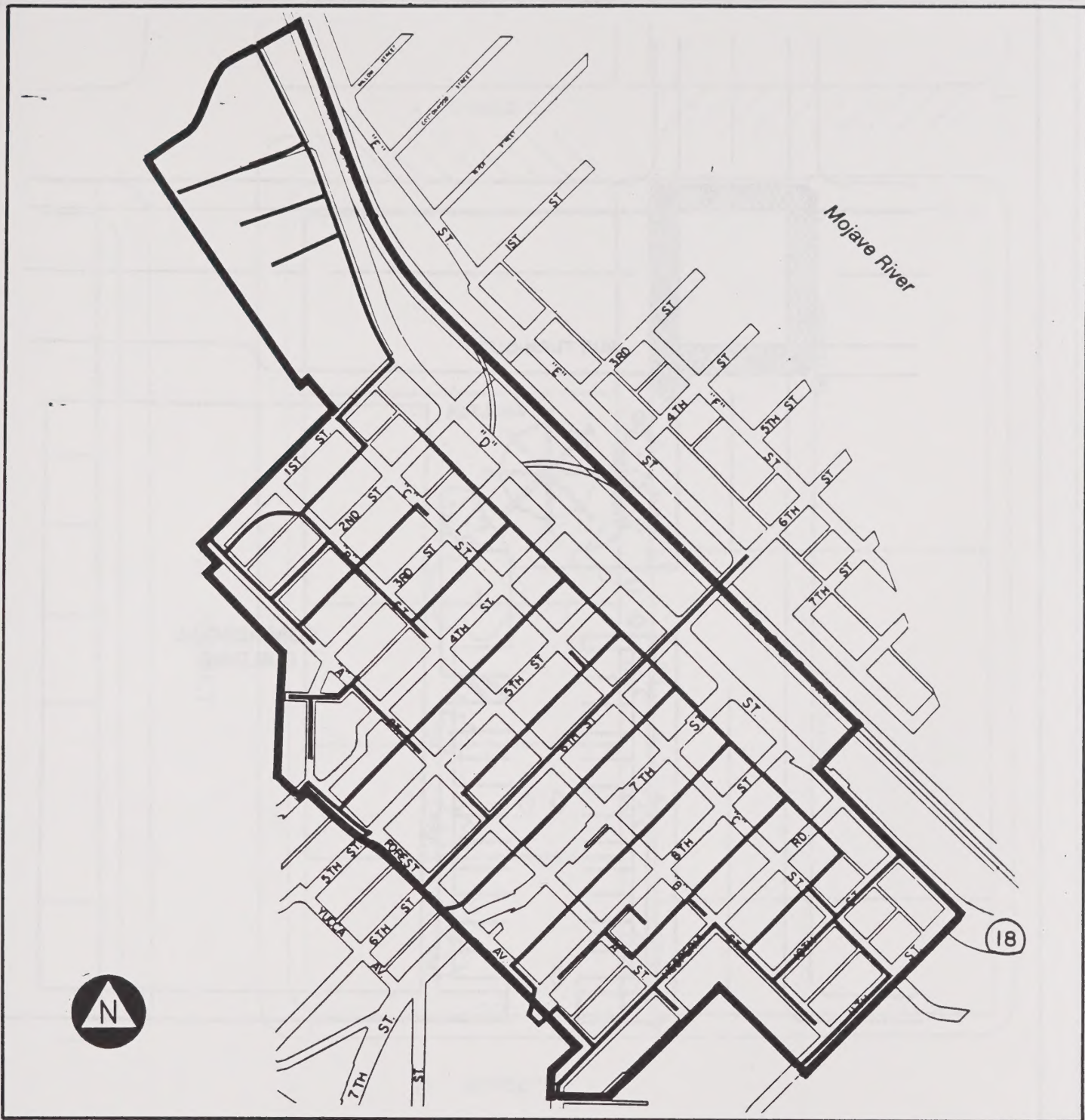
LEGEND:

- = 5" OR SMALLER PIPE
- = 6" PIPE
- = 8" PIPE
- = 12" PIPE

Victorville
General Plan



FIGURE 11



Natural Gas

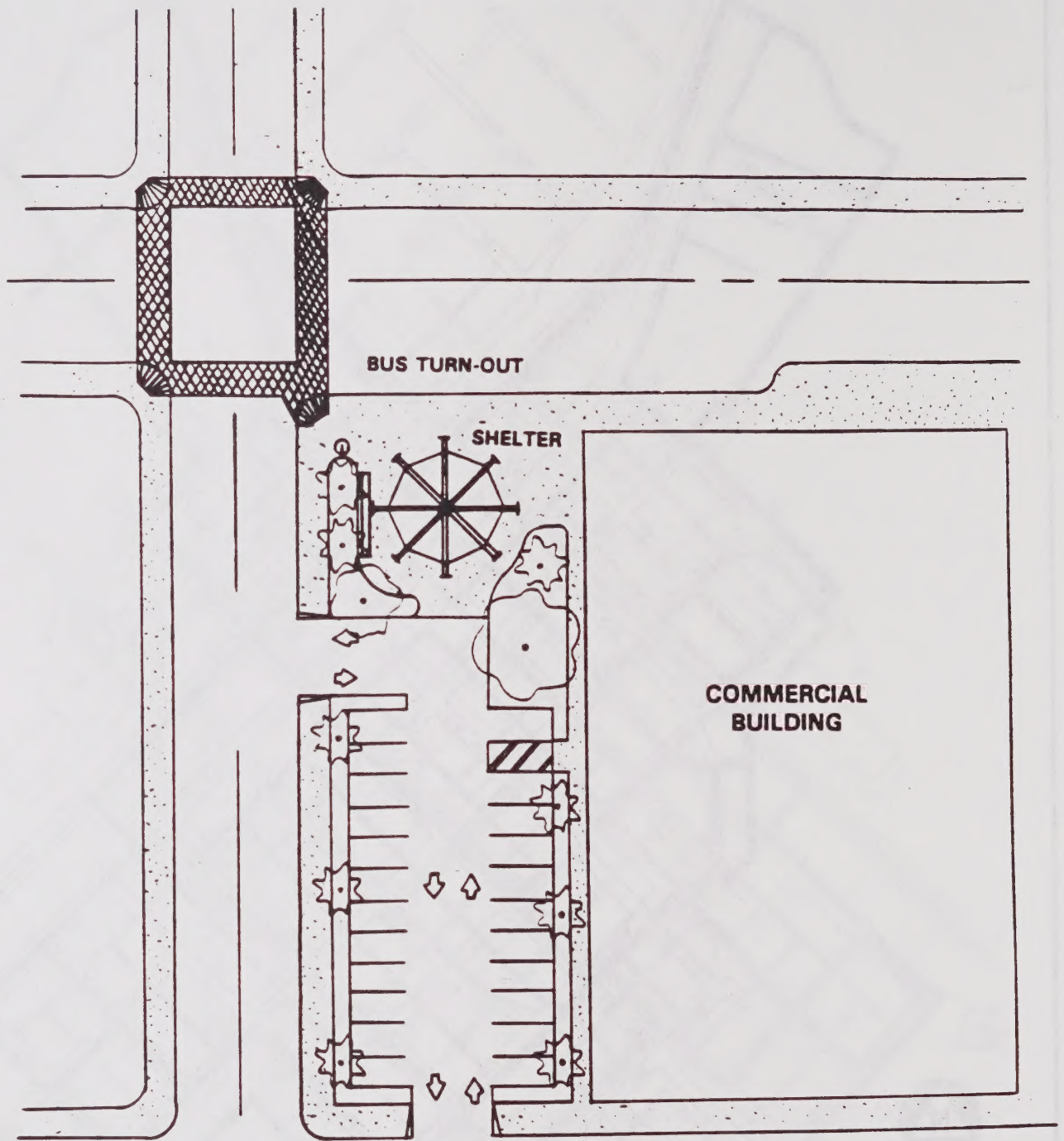
LEGEND:

— NATURAL GAS LINE

Victorville
General Plan



FIGURE 12

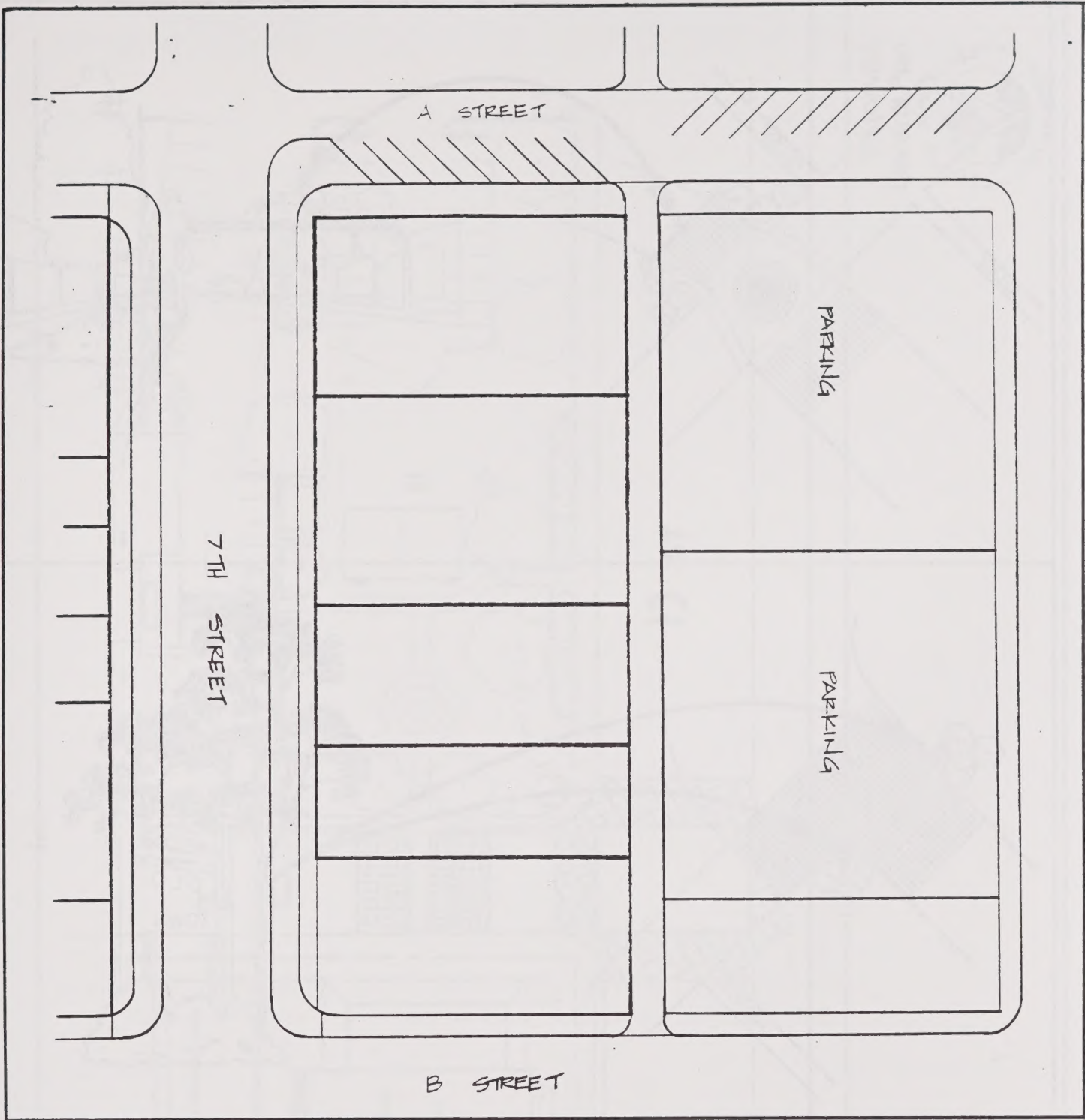


Bus Shelter

Victorville
General Plan



FIGURE 13

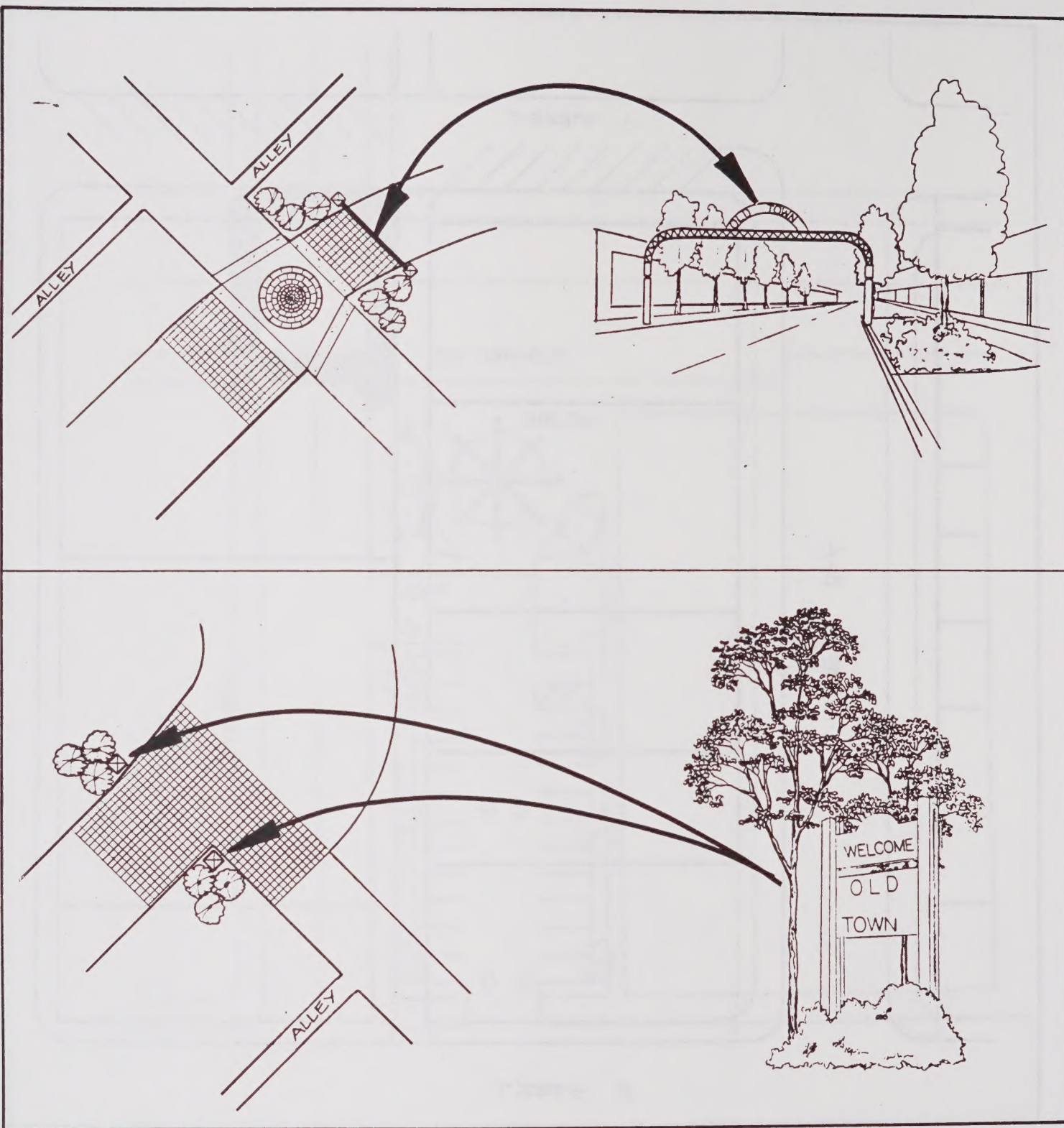


On-Street Parking

Victorville
General Plan



FIGURE 14

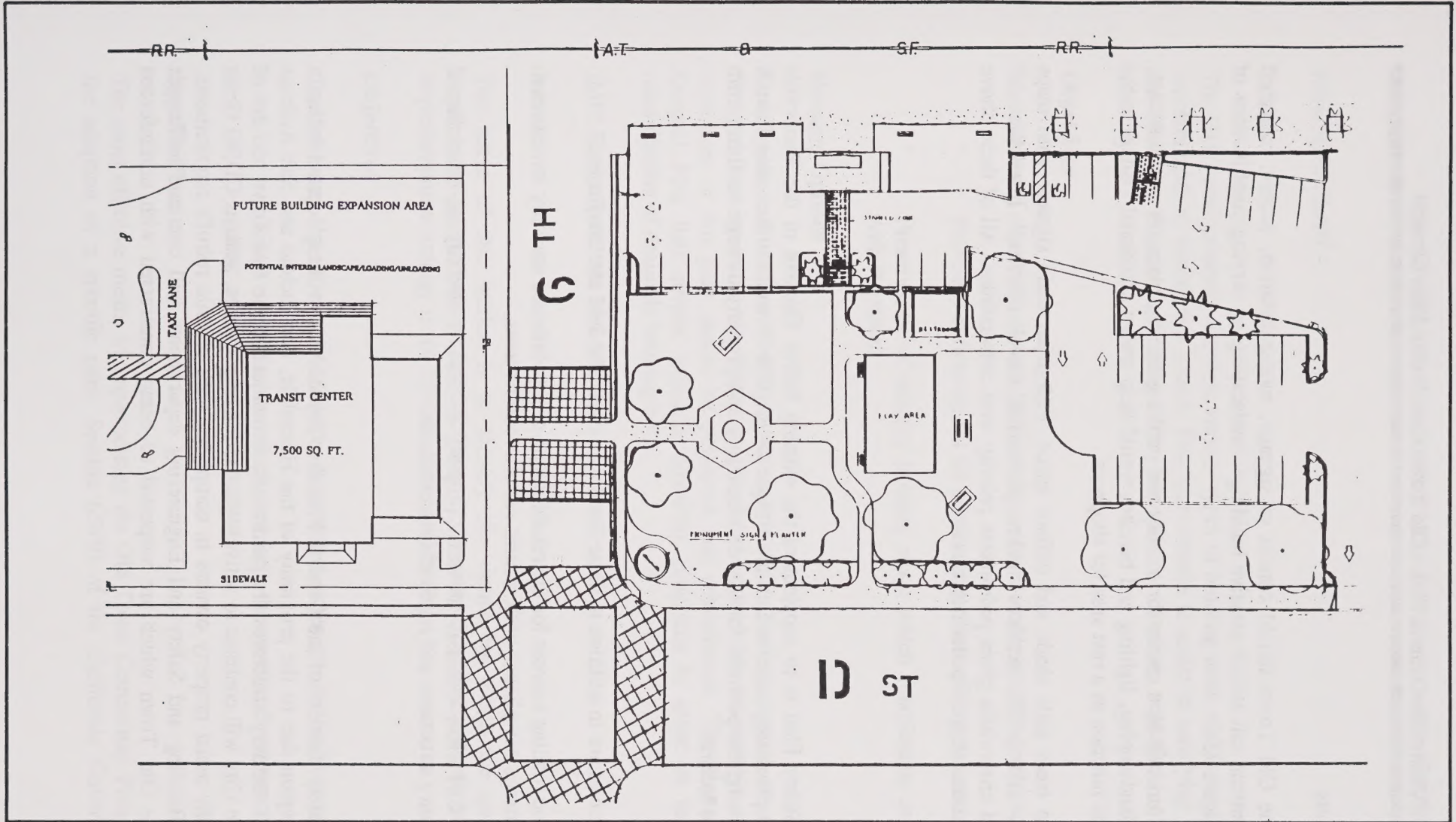


Gateways

Victorville General Plan



FIGURE 15



Forrest Park

FIGURE 16

Victorville
General Plan



Public Improvements

Gateways within the Old Town should consist of signage, monumentation, arches, patterned and/or colored pavement, tall and/or massive buildings, landscaping or varying combinations of all these features (Figure 15).

Forrest Park could function as a center for activity and public gathering place. A public square, improved signage, landscaping, lighting and benches would help attract additional visitors to the area (Figure 16), and function as a rest area for shoppers.

Installation of street trees adds shade and defines space. Pedestrian scale signage with maps locating businesses and public services makes pedestrian travel efficient. Installation of prominently marked crosswalks gives pedestrians priority over automobiles. All of these above improvements attract and support pedestrian activity.

SAFETY PLAN

Intent

The intent of the Safety Plan is to supplement the existing Safety Element of the Victorville General Plan by emphasizing issues which are unique to the Old Town. Further, this Plan is concerned with reducing the potential for loss of life, injury and property damage resulting from natural or man-made hazards.

Objectives

The following objectives are in addition to those listed under specific land use categories:

- Pursue funding sources for the rehabilitation of unreinforced masonry structures to encourage compliance with seismic retrofit requirements.
- The City shall continue to assist property owners in identifying unreinforced masonry structures and required improvements.

Seismic Retrofit

According to the Safety element of the General Plan the City of Victorville is located within a seismically active region due to the proximity of the Helendale, San Jacinto and San Andreas faults. Unreinforced masonry structures are particularly prominent in the Old Town and are of special concern. The City will continue to actively pursue funding sources, such as CDBG Grant monies, to financially assist property owners in complying with seismic retrofit requirements. Further, the City Building and Safety and Engineering departments will continue to inspect buildings within the Old Town which are suspected of being constructed with unreinforced masonry.

HOUSING PLAN

Intent

The Old Town presently contains various types of housing units which range in condition from uninhabitable to structurally sound. This plan intends to assist in satisfying the requirements of the Housing Element which includes provision of housing regardless of income, race, or ethnicity.

Objectives

The following objectives are in addition to those listed under specific land use categories:

- Provision of housing for all persons regardless of income, race or ethnicity.
- Preservation of existing housing stock which functionally and visually interacts with the street.

Housing Options

Development of various housing types would offer housing options to a broader range of lifestyles and income levels. Those existing houses which are salvageable and already meet the objectives of this plan should be preserved and rehabilitated. The Housing Element of the General Plan lists several available financing programs to assist in the preservation and rehabilitation of desirable housing units.

IMPLEMENTATION STRATEGY

Intent

The intent of this section is to identify the means by which the goals, objectives and implementation measures of the Old Town Community Plan Element will be enacted. One such implementation strategy is the Specific Plan Document.

Objectives

The following objective is in addition to those listed under specific land use categories:

- Adopt a specific plan which sets forth the specific development standards for both public and private improvements.

Specific Plan

The most effective means of implementing the Old Town Community Plan Element is through the adoption of a specific plan. Section 65450 of the California Government Code makes

provision for the preparation of specific plans for the systematic implementation of all or part of the General Plan

A specific plan would provide the greatest level of regulatory flexibility since it would encompass all aspects of development on both private and public property. Further, a specific plan enables all departments to review developments consistently and efficiently without need for additional ordinances.



The City of Victorville

Forward

THE "NEHW" OLD TOWN

History/Background

Emergence

APPENDIX A

Working Together



A History of the NEHW Victorville Old Town



The City of Victorville

Presents

THE "NEHW" OLD TOWN

**Neighborhoods
Enterprises
Housing
Working Together**



A Neighborhood Revitalization Plan



TABLE OF CONTENTS

I.	Preface	3
II.	Economic Retention and Development	7
III.	Public Infrastructure and Development	11
IV.	Housing and Development	15
V.	Marketing and Communications	18

PREFACE

The Victorville Old Town area is an area southeast of "D" Street approximately four blocks wide and extending from Eleventh Street to the I-15 Freeway. It also includes an additional strip on both sides of Seventh Street from Forrest to Victor streets. There are other areas of the community contiguous to the Old Town area that could be added to the program at a later time. The proposed area includes many of the oldest residential homes in Victorville, with some structures more than 60 years old.

The area has been declining economically for at least 20 years. In 1950, the area was central to the small community of Victorville; however, the geographical center moved southwest long before this report was written. The principal reasons there are still viable commercial businesses is that they provide needed services to the Victor Valley as a whole, or are conveniently located along the heavily travelled Seventh and "D" streets.

In order to arrest the commercial and residential decline of the area, present conditions need to be described. Then, goals are established and a work plan to meet those goals is described in detail.

There are approximately 600 buildings in the Old Town area. A planning study was conducted in 1989 by the Rosenow Spevacek Group (RSG) to determine if the area was blighted enough to establish a redevelopment project area. The determination was made that there was sufficient blight to establish such an area. The same report indicates that "there are approximately 200 vacant parcels in the...area. Most of these are located in the residential neighborhoods and many cannot easily be developed because of topographic problems." Many of the buildings have been converted to uses other than those for which they were originally intended. The result is the presence of numerous structures which do not meet modern building code standards.

Because of the condition of buildings in the area, there is a large volume of fire calls. In 1993, 15.5 percent of the total Fire Department calls for service came from this area,

which represents only about 6 percent of the total City area. In the 1989 RSG report, the Victorville Fire Department says these calls "are largely attributable to overloaded or misused electrical systems" and related to criminal activity (i.e., gangs, loitering).

The area also has the highest percentage of police calls for service of any similar-sized area in the city. The Police Department believes this is related to the low rents in the area, which those engaged in criminal activity can afford. In addition, the presence of some criminals attract other similar activities.

"Age, obsolescence and deterioration can also be found among the commercial and industrial properties along "D" Street and Seventh Street," the report states. It goes on to say, "insufficient parking and lack of or inadequate loading dock facilities are common around the commercial and industrial uses in the Project Area."

The result has been a decline in population, a deterioration of the business climate and loss of essential services for the remaining residents in the area.

The lack of services has contributed to the impression of the area as a "place to get through," rather than a destination. The two major roads through the Old Town, Seventh Street and "D" Street, have been widened and repaired, and angle parking has been eliminated, which has made it easier to drive through without having to stop. This liability is also an asset, because it makes it easy for motorists to get to destinations in the Old Town.

Among the most marketable assets are the area's historic buildings, the emotional attachment of many Victor Valley residents to the area, the high volume of traffic, the relatively high quality of roads, utilities, access to Highway 18 and Interstate 15 and the picturesque natural beauty of the nearby Mojave Narrows and Mojave River.

Until these assets are marketed or emphasized, the area will continue to decline and the cost to revitalize the area may soon be beyond the financial ability of property owners and even the City government itself to address.

A committee of residents and business owners began meeting in April, 1993 to find ways to bring growth back to the Old Town area. They met twice monthly from April until

December, 1993 and developed this document as a work plan, the **Neighborhoods Enterprises Housing Working Together Plan (the NEHW Plan)**.

The **NEHW Plan** is a coordinated program of improvements to retain the viability of the Old Town area as a vital commercial and residential district in both the short and long term. The plan presented here is a blueprint for change. If the plan is to be successful, it will require the cooperation and financial commitment of area business owners, neighborhood residents, the City and other government agencies.

The goals of this plan are:

- ✓ Increase the sense of security and public safety through better control of criminal activity.
- ✓ Improve overall economic vitality of the Old Town neighborhood.
- ✓ Improve the economic climate and attract new businesses to the Old Town.
- ✓ Improve traffic circulation and public infrastructure in Old Town.
- ✓ Improve housing opportunities for residents in Old Town.
- ✓ Increase communication between Old Town businesses, residents and City Hall.
- ✓ Develop standards and a long-term vision for future development.
- ✓ Increase the sense of neighborhood within the area.

Map Labels:

- Scale:** 1" = 800'
- Freeway:** I-15 FREEWAY
- Streets:** MAIN ST., 1ST ST., 2ND ST., 3RD ST., 4TH ST., 5TH ST., 6TH ST., 7TH ST., 8TH ST., 9TH ST., 10TH ST., 11TH ST., 12TH ST., 13TH ST., 14TH ST., 15TH ST., 16TH ST., 17TH ST., 18TH ST., 19TH ST., 20TH ST., 21ST ST., 22ND ST., 23RD ST., 24TH ST., 25TH ST., 26TH ST., 27TH ST., 28TH ST., 29TH ST., 30TH ST., 31ST ST., 32ND ST., 33RD ST., 34TH ST., 35TH ST., 36TH ST., 37TH ST., 38TH ST., 39TH ST., 40TH ST., 41ST ST., 42ND ST., 43RD ST., 44TH ST., 45TH ST., 46TH ST., 47TH ST., 48TH ST., 49TH ST., 50TH ST., 51ST ST., 52ND ST., 53RD ST., 54TH ST., 55TH ST., 56TH ST., 57TH ST., 58TH ST., 59TH ST., 60TH ST., 61ST ST., 62ND ST., 63RD ST., 64TH ST., 65TH ST., 66TH ST., 67TH ST., 68TH ST., 69TH ST., 70TH ST., 71ST ST., 72ND ST., 73RD ST., 74TH ST., 75TH ST., 76TH ST., 77TH ST., 78TH ST., 79TH ST., 80TH ST., 81ST ST., 82ND ST., 83RD ST., 84TH ST., 85TH ST., 86TH ST., 87TH ST., 88TH ST., 89TH ST., 90TH ST., 91ST ST., 92ND ST., 93RD ST., 94TH ST., 95TH ST., 96TH ST., 97TH ST., 98TH ST., 99TH ST., 100TH ST.
- Landmarks:**
 - PROPOSED TRANSIT CENTER
 - FORREST PARK
 - AMTRAK STATION
 - OLD VICTOR SCHOOL
 - VICTOR VALLEY HIGH SCHOOL
 - VICTOR JR. HIGH
 - VICTOR VALLEY MEMORIAL PARK
 - VICTOR VALLEY COMMUNITY HOSPITAL
 - CENTER ST. PARK
 - LIBRARY

ECONOMIC RETENTION AND DEVELOPMENT

I. BUSINESS RETENTION

The overall health and economic vitality of the Old Town area depends on its ability to retain as many of the existing businesses as possible, add new businesses, maintain a sense of community and return a sense of safety to the neighborhood. This plan proposes to implement the following programs for business retention and security.

A. Develop of a business property owners association to facilitate communication and provide community marketing.

◆Target Date: June 1994; completed February 1994.

◆Cost Estimate: \$2,500.

◆Possible Funding Source: Business Property Owners Association.

B. Develop a financing program to bring unreinforced masonry buildings into compliance with codes.

◆Target Date: Beginning June 1994, ending June 1997.

◆Cost Estimate: \$350,000.

◆Possible Funding Sources: Business Property Owners Assoc.; Assessment District; Low Interest Loans; Community Development Block Grant (CDBG) Program.

C. Develop specific common marketing and development standards emphasizing the Old Town atmosphere and commercial opportunities available.

◆Target Date: June 1994.

◆Cost Estimate: Staff and Committee Time.

D. Increase the level of law enforcement to improve the sense of security for residents and business patrons.

◆Target Date: July 1995.

◆Cost Estimate: Unknown.

◆Possible Funding Source: City General Fund.

- E. Encourage additional security forces, foot patrols and neighborhood watch type programs to increase pedestrian comfort with shopping and other downtown activities.
- ◆Target Date: September 1994.
 - ◆Cost Estimate: Unknown.
 - ◆Possible Funding Source: Business Property Owners Association; Volunteers.
- F. Encourage mixed residential and commercial uses to create 24-hour zone of activity.
- ◆Target Date: June 1996.
 - ◆Cost Estimate: Included in other programs.

2. **BUSINESS ATTRACTION**

An integral part of the overall economic development program for the Old Town neighborhood will be to identify major advantages and geographical features that provide unique assets to the Old Town, and capitalize on them to bring new business to the area. This plan proposes the following:

- A. Initiate target business attraction program for service and commercial industries.
- ◆Target Date: March 1995.
 - ◆Cost Estimate: Staff and Committee Time.
- B. Initiate a target marketing program for retail and service-oriented businesses.
- ◆Target Date: December 1994.
 - ◆Cost Estimate: Staff and Committee Time.
- C. Initiate a marketing program to attract an antique mall to the Old Town.
- ◆Target Date: June 1995.
 - ◆Cost Estimate: Staff and Committee Time.
- D. Construct a transit mini-mall to facilitate connections with local transit and interstate travel.
- ◆Target Date: June 1995.
 - ◆Cost Estimate: \$1,200,000.
 - ◆Possible Funding Source: Federal Grant.

E. Initiate a marketing program to attract businesses for an in-line megamart to be housed within existing building structures.

◆Target Date: June 1995.

◆Cost Estimate: Staff Time.

3. **BUSINESS INCUBATION**

It is the goal of this neighborhood revitalization plan to encourage small, entrepreneurial businesses to locate into the Old Town by designating certain areas as incubation zones, which are locations with special incentives to foster growth of small businesses. This will be accomplished in the following ways:

A. Implement an incubation program that might offset rents, and provide technical assistance and common administrative needs.

◆Target Date: December 1994.

◆Cost Estimate: Staff and Committee Time; Private Owners.

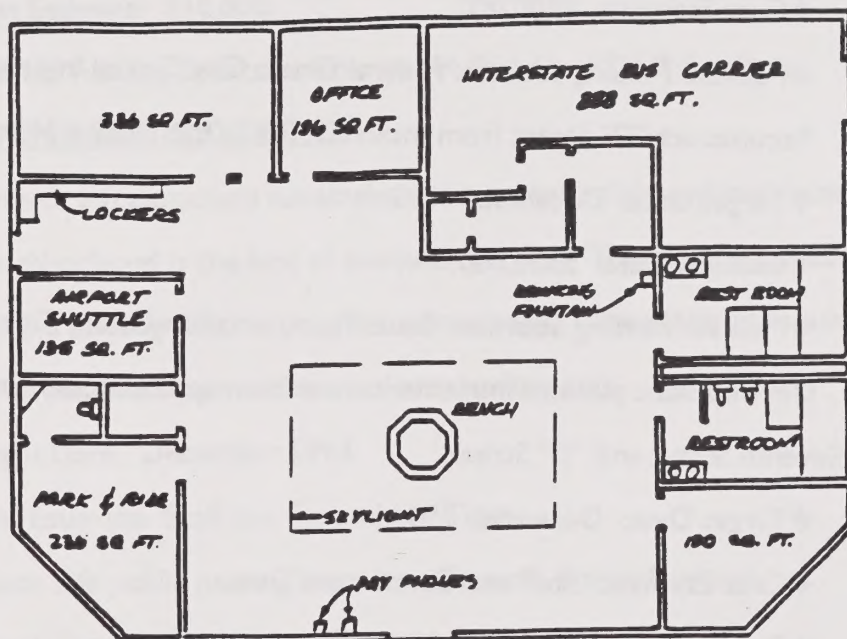
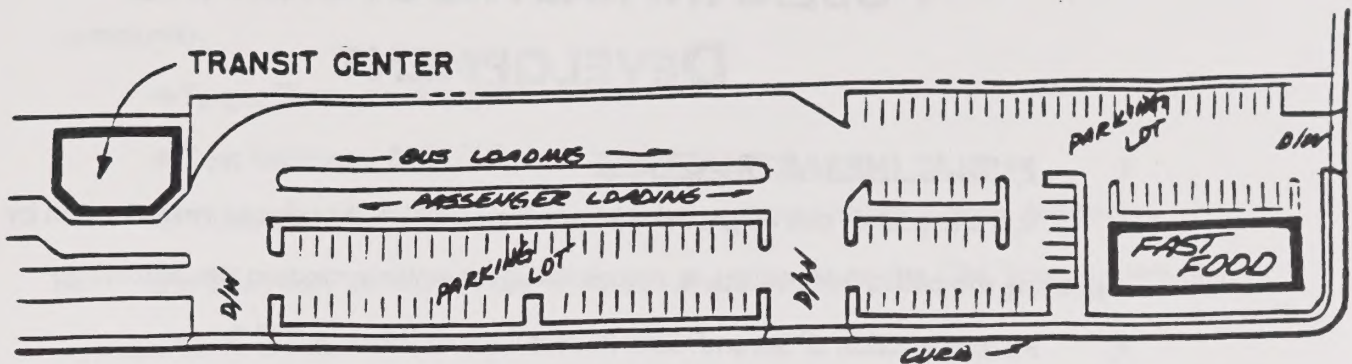
B. Encourage small business development with the Small Business Administration (SBA) and with the Small Business Center at Victor Valley College.

◆Target Date: December 1994.

◆Cost Estimate: \$5,000.

◆Possible Funding Source: CDBG Funds; SBA Funds.

VICTORVILLE TRANSIT CENTER



PROPOSED
TRANSIT
CENTER
PLAN



FRONT ELEVATION

PUBLIC INFRASTRUCTURE AND DEVELOPMENT

I. PUBLIC INFRASTRUCTURE

It is the goal of this neighborhood plan to assist neighborhood revitalization by improving the public infrastructure. Accordingly, the plan proposes the following:

A. Reconstruction of Seventh Street from La Paz Drive to "D" Street.

◆Target Date: September 1994.

◆Cost Estimate: \$700,000.

◆Possible Funding Sources: Federal Grant; City Capital Improvement Prog. (CIP).

B. Reconstruct "D" Street from Interstate 15 to the Mojave Narrows.

◆Target Date: December 1995.

◆Cost Estimate: \$500,000.

◆Possible Funding Sources: State Transportation Grant; City CIP.

C. Develop basic plans to implement a common appearance/theme for businesses on both Seventh Street and "D" Street.

◆Target Date: December 1994.

◆Cost Estimate: Staff and Committee Time.

◆Possible Funding Source: CDBG Funds.

D. Implement commercial theme through such elements as ornamental lighting, landscaping, seating, refuse containers, signs and facade improvements.

◆Target Date: July 1995.

◆Cost Estimate: \$50,000.

◆Possible Funding Source: CDBG Funds; Assessment District; Private Investment.

E. Encourage shuttle service to link Old Town to RogersDale and other parts of the community.

◆Target Date: January 1999.

◆Cost Estimate: \$500,000.

◆Possible Funding Source: Private Initiative; Victor Valley Transit Authority.

F. Develop entry parks, kiosks and signage at entrances to the Old Town community, to create an awareness of the Old Town area.

◆Target Date: June 1996.

◆Cost Estimate: \$10,000.

◆Possible Funding Sources: Assessment District; CDBG Funds.

2. PARKING DEVELOPMENT

One major infrastructure constraint, both commercially and residentially, within the Old Town neighborhood is the lack of adequate parking. This plan proposes the following:

A. Develop a parking plan to integrate transit needs with public community parking lots. Shuttle to link Old Town with out-of-area parking lots..

◆Target Date: December 1994.

◆Cost Estimate: Staff and Committee Time.

B. Facilitate safe public parking away from Seventh Street frontage.

◆Target Date: June 1995.

◆Cost Estimate: \$50,000.

◆Possible Funding Sources: Tax-Exempt Donations; Assessment District.

C. Integrate bus turn-out lanes and parking with existing traffic circulation for new and old businesses.

◆Target Date: December 1994.

◆Cost Estimate: \$25,000.

◆Possible Funding Source: Victor Valley Transit Authority (VVTA).

D. Promote a commuter parking lot as an economic attraction to the Old Town neighborhood.

◆Target Date: June 1995.

◆Cost Estimate: \$75,000.

◆Possible Funding Source: Unknown.

3. **WATER, SEWER, AND OTHER PUBLIC IMPROVEMENTS**

It is the goal of this plan to analyze the needs of the specific neighborhood areas to define public infrastructure deficiencies. Once complete, this plan will mitigate the identified public infrastructure needs. The goal is to implement the following program:

A. Construct sidewalks, curbs and gutters where needed.

◆Target Date: June 1994.

◆Cost Estimate: \$50,000.

◆Possible Funding Source: State Sidewalk Grant; City CIP.

B. Construct water and sewer facilities where needed.

◆Target Date: June 1994.

◆Cost Estimate: \$300,000.

◆Possible Funding Source: City CIP; Victor Valley Water District; Victor Valley Wastewater Reclamation Authority.

C. Construct drainage facilities where needed.

◆Target Date: June 1995.

◆Cost Estimate: \$150,000.

◆Possible Funding Source: Drainage Assessment District.

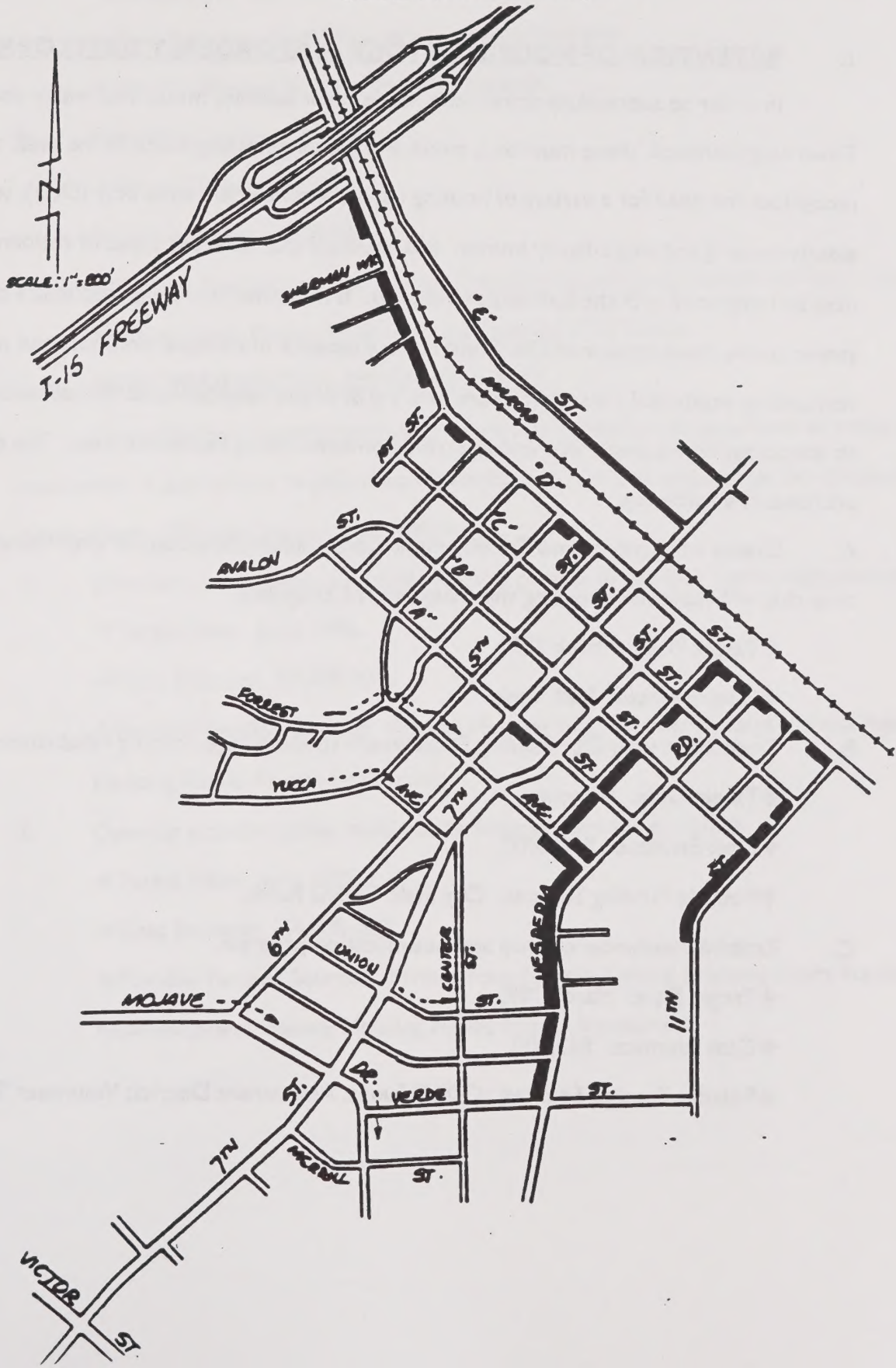
D. Redesign streets to encourage traffic to stop and take advantage of easy access to businesses.

◆Target Date: June 1996.

◆Cost Estimate: \$50,000.

◆Possible Funding Source: City CIP.

OLD TOWN IMPROVEMENT AREA SIDEWALK PROJECT



HOUSING AND DEVELOPMENT

I. RETENTION OF HOUSING STOCK AND ORDERLY DEVELOPMENT

In order to successfully attract and retain retail business merchants within the Old Town neighborhood, there must be a stable and growing housing stock in the area, that recognizes the need for a variety of housing needs, from single rooms only (SRO), to elderly housing and single-family homes. It is essential that different types of residential uses be integrated with the business community. It must also be recognized that a constraint to the development of Old Town is the existence of multiple small lots and non-conforming residential uses. It is, therefore, a goal of the neighborhood revitalization plan to encourage home ownership and to arrest non-conforming residential uses. The plan proposes the following.

A. Create a Neighborhood Development Corporation composed of area representatives that will implement housing and development programs.

◆Target Date: March 1995.

◆Cost Estimate: Staff Time.

B. Coordinate with City Building Department to encourage housing rehabilitation.

◆Target Date: Ongoing.

◆Cost Estimate: \$100,000.

◆Possible Funding Sources: City Staff, CDBG Funds.

C. Establish residential cleanup and beautification program.

◆Target Date: March 1995.

◆Cost Estimate: \$25,000.

◆Possible Funding Sources: CDBG Funds; Assessment District; Volunteer Time.

D. Encourage lot consolidation.

◆Target Date: June 1996.

◆Cost Estimate: Staff Time Working with Owners.

◆Possible Funding Source: Private Initiatives.

E. Rehabilitate existing homes.

◆Target Date: June 1995.

◆Cost Estimate: \$500,000.

◆Possible Funding Sources: Federal Housing Grant Funds; Redevelopment Agency Housing Funds; Private Financing; Low-Interest CRA Loans.

2. **NEW RESIDENTIAL DEVELOPMENT**

Lack of housing development discourages the formation or expansion of service businesses. A goal of this neighborhood revitalization plan is to encourage new residential development. This plan proposes the following:

A. Develop a multi-family affordable housing project in the Old Town neighborhood.

◆Target Date: June 1996.

◆Cost Estimate: \$2,000,000.

◆Possible Funding Sources: Federal Housing Grant Funds; Redevelopment Agency Housing Funds; Private Investment.

B. Develop a senior citizen multi-family, independent-living project.

◆Target Date: June 1996.

◆Cost Estimate: \$4,000,000.

◆Possible Funding Sources: Private Foundations; Federal Housing Grant Funds; Redevelopment Agency Housing Funds; Private Investment.

C. Encourage mixed residential uses, including housing and retail, within the same areas, and perhaps in the same buildings. Tailor development standards to the needs of the area.

◆Target Date: June 1995.

◆Cost Estimate: \$50,000.

◆Funding Source: City Staff Time.



MARKETING AND COMMUNICATIONS

It is vital that a network of communication exists between the residential and business communities and City Hall. It is also essential that the individual segments of the community communicate freely about the goals and objectives of this neighborhood plan with each other. This plan proposes the following:

A. Create a downtown merchants association that will energize the existing retail and commercial service businesses.

◆Target Date: February 1994; completed February 1994.

◆Cost Estimate: \$2,500.

◆Possible Funding Source: Business Association.

B. Create a Neighborhood Advisory Committee consisting of residents, and members of the Business Property Owners Association, which will coordinate with the residential communities and the Neighborhood Development Corporation to improve the residential areas.

◆Target Date: June 1995.

◆Cost Estimate: \$1,000.

◆Possible Funding Sources: Association Dues; Volunteer Time; Private Donations.

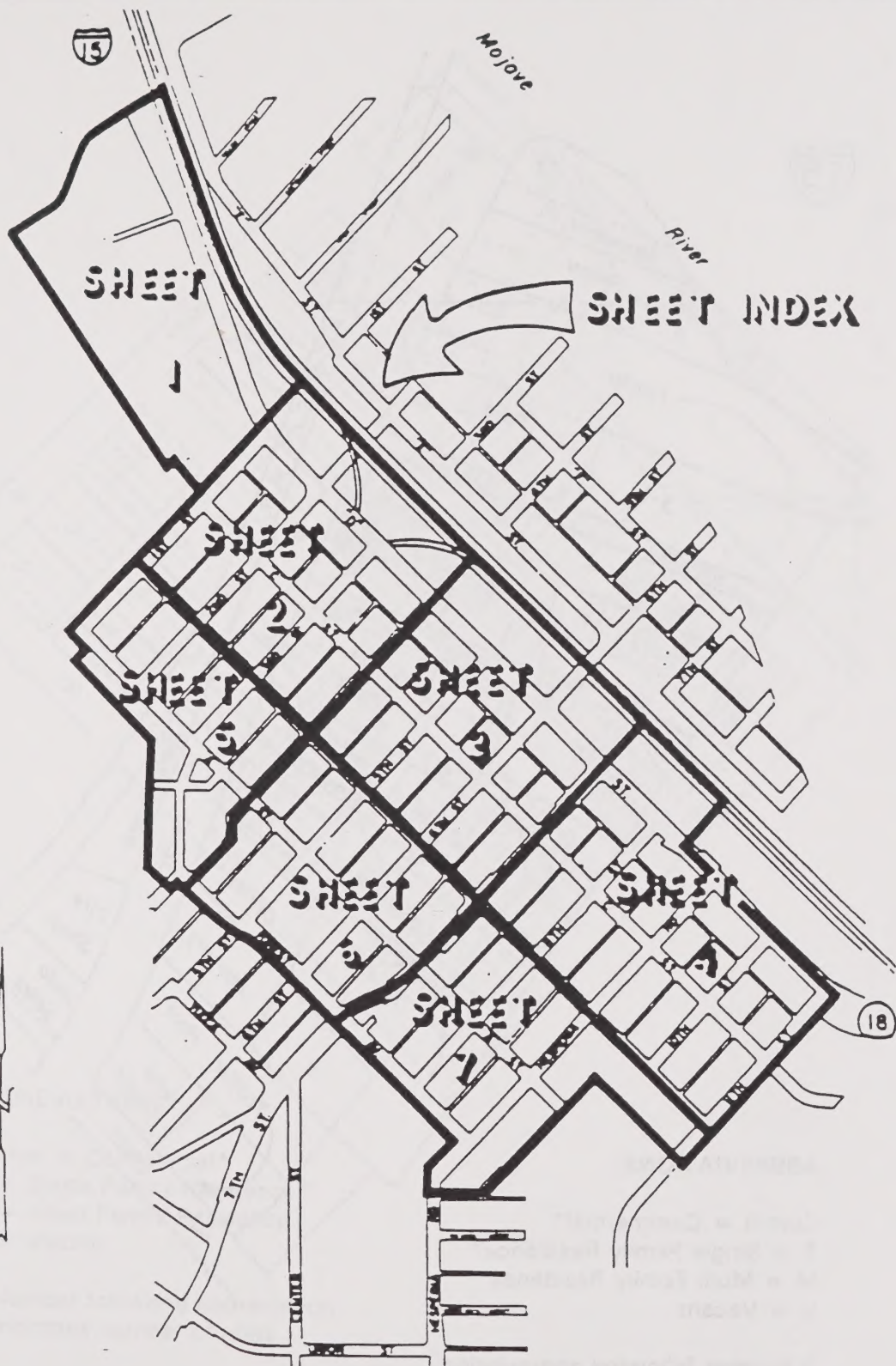
C. Develop the *Old Towner*, a newsletter that will feature business development, residential development and other opportunities available in Old Town. This newsletter is expected to become the key to marketing and communicating the **NEHW Old Town Plan** in Victorville.

◆Target Date: March 1994; completed February 1994.

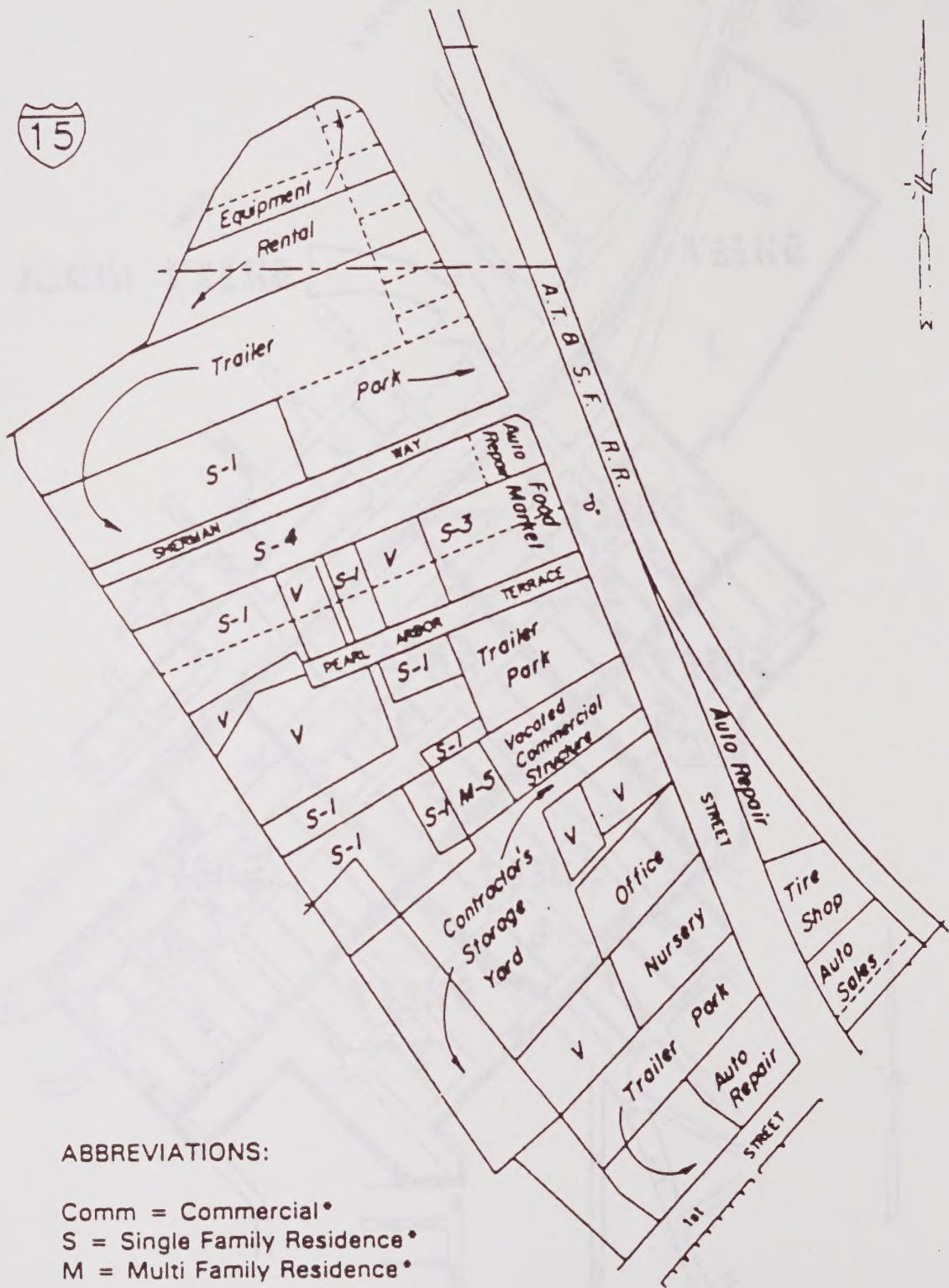
◆Cost Estimate: \$2,000.

◆Possible Funding Sources: Staff Time; Business Association; Sale of Advertising.

APPENDIX B



EXISTING LAND USES



Comm = Commercial*
S = Single Family Residence*
M = Multi Family Residence*
V = Vacant

S = Single Family Residence *

M = Multi Family Residence*

V = Vacant

- Number following abbreviation indicates number of units



ABBREVIATIONS:

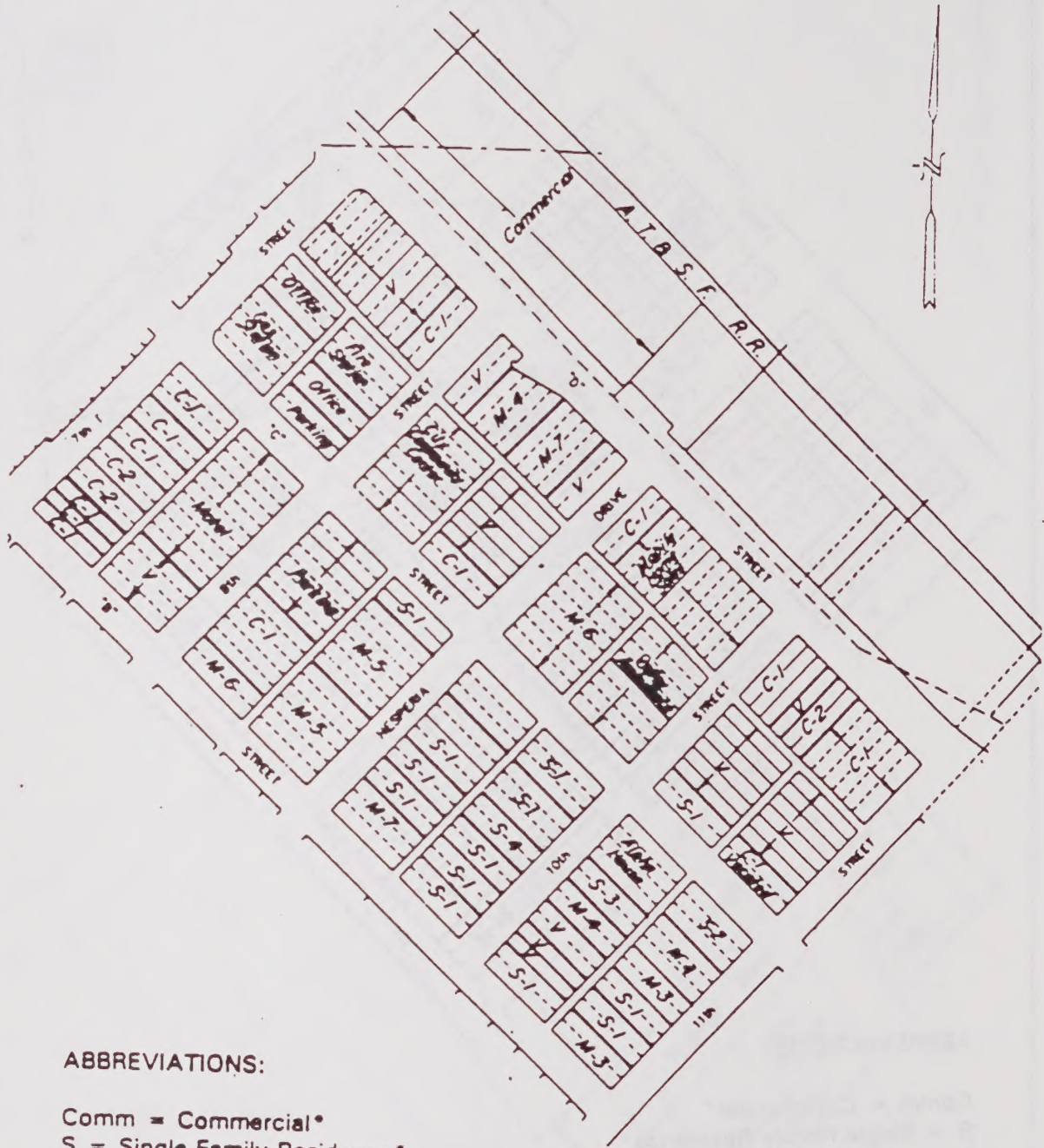
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